

# The Hongkong Telegraph

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## REUTERS' TELEGRAMS.

### PREMIER'S SPEECH ON THE POLISH CRISIS.

#### WHAT THE ALLIES ARE PREPARED TO DO.

#### THE RUSSIAN ARMISTICE CONDITIONS.

Continuing his important statement in the House of Commons, on the Polish question, Mr. Lloyd George said that the Allies considered that the Soviet Government was entitled to take into account in any peace conditions the fact that the Poles had not only attacked Russia, but did so despite Anglo-French warnings. The Soviet was entitled to demand guarantees against the repetition of a similar attack. But nothing could justify a reprisal or punishment which was destined to wipe out the aggressors' national existence. The Prime Minister elaborated the argument, distinguishing between guarantees exacted against the repetition of acts of aggression and guarantees exacted against the destruction of a national independence. He terms involving the destruction of a national independence, to be considered. The independence of Poland was an essential part of the structure of European peace. Poland's extinction could not be regarded with indifference by any nation interested in preserving the peace of Europe. The re-partition of Poland would not only be a crime but a peril. Both of those contingencies must be considered as the basis of our policy.

#### ALLIED POLICY.

Mr. Lloyd George then summarised the events leading up to the Soviet's refusal of a truce and remarked that the Poles asked for an armistice on July 22. The Soviet fixed on July 30, which was quite an unnecessary lapse of time if there had been a real desire to stop fighting and a real desire for peace. The Premier described the subsequent events leading up to the statement of the Soviet Government that they preferred to negotiate with the Poles at Minsk. This was the position confronting the Hythe Conference. The first proposition on which the Conference was agreed was that it was the sole purpose of Allied policy to secure peace on the basis of the independence of ethnographical Poland. He said that the Hythe Conference would advise Poland to endeavour to negotiate an armistice and peace, so long as the independence of ethnographical Poland was recognised. If the Poles negotiate an agreement at Minsk, the Allies did not propose to upset the arrangements. (Labour cheers). The Allies could not support Poland if the latter refused conditions which the Bolsheviks were entitled to exact. But a different situation would arise if the Soviet insists on terms in absolute conflict with the independence of Poland as a free nation. He pointed out that unless we abandoned the whole basis of the League of Nations we could not remain disinterested when the life of a member of the League was jeopardised. The Covenant contained a member of the League as a means of assistance as distinct from a great war and conscription. We were morally bound to support an Allied nation whose national existence was challenged, especially where the additional danger arises of a great aggressive Soviet Empire co-terminous with Germany. He would be blind, indeed reckless, if he neglected to calculate on the contingency that whatever the Soviet Republic was yesterday, is to-day, or will be to-morrow, it becomes a militarist Power when it rejects a peace conference and introduces annexationist conditions. The Prime Minister proceeded to indicate the Allied intentions and said no action would be taken except for the purpose of supporting a struggle for Poland's existence and independence.

#### NO ALLIED TROOPS FOR POLAND.

After sympathetic references to the difficulties with which Poland was faced in her renaissance and by the blunders of inexperienced statesmanship, Mr. Lloyd George emphasised that the Poles must accept the advice and direction of people who had had four years' experience of the greatest war the world had ever seen. He added: "We are sending no Allied troops to Poland. We have made this clear to Poland. Further, it will be unnecessary if Polish resources are thoroughly organized. In case the Bolsheviks impose conditions inconsistent with national freedom of existence, the Allies will, out of the stores at their disposal, help to equip the Polish people for their own defence. They will be supplied with necessary military advice and guidance, and we should exercise economic pressure upon Soviet Russia to release her stranglehold upon the life of Poland."

Mr. Ben Tillet, interrupting, asked what would be the position of America.

Mr. Lloyd George replied that he was certain that whatever difference of opinion there may be in America with regard to the League of Nations, there would be no difference of opinion in their general attitude towards Polish independence.

Mr. Lloyd George proceeded to state that the Government would give General Wrangel, who was making a very formidable attack from South Russia, substantial support from the large stores at our disposal, which hitherto we have not allowed to reach him. This was the point on which we insisted in the event of the Minsk negotiations breaking down and if we were compelled to take steps to cut off Russia from the outside world there would be an end to any trade negotiations.

#### ATTACK ON SOVIET GOVERNMENT.

The Premier went on to refer to the Labour Deputation which visited him this morning and said he gathered from them that the Government was supposed to be engaged in a reactionary conspiracy to destroy a democratic Government representing peasants and workers. The Premier quoted the Hon. Mr. Bertrand Russell, the Socialist leader who visited Russia, to show that the Soviet Government was neither Socialist, democratic nor Christian, and that the working classes were in a condition approximating in many respects to slavery. The Premier concluded by saying: "The Bolshevik Government, if it wants peace can get it. I think they are divided. In every land you get men who will urge extravagant and irrational views. The whole point is whether these men are a minority, for they are merely out to destroy. If you have a real desire for peace you will get it; if you are out to challenge the basis whereon the liberties of Europe depend, you will fail."

#### LIBERAL AND LABOUR VIEWS.

Mr. Asquith regretted that the Premier's speech had not contributed to the removal of the difficulties in maintaining peace. He said that there had been an uncalculated attack upon the

negotiations between the Poles and Bolsheviks breaking down, the question should be referred to an absolutely impartial and representative tribunal, and asked why the League of Nations should not be brought in. The House should have an opportunity, before Britain took any warlike steps, of reviewing the whole situation. He pointed out that after the adjournment of the House there was no power to recall Parliament at short notice.

Mr. Clynes emphasised that the Premier's attack upon the form of government in Russia could not possibly improve relations, especially between the individuals having conduct of the negotiations.

Mr. Clynes nevertheless pointed out that the Labour Party must not be taken as approving all or most of the remarks of the principles of the Soviet Government. He recognised that an independent Polish nation was essential to the world, but as every independent Polish nation clearly indicated, they intended to respect Russian pronouncement clearly indicated, they intended to respect Poland's independence. The British Government had no right to a contrary assumption. He contended that the League of Nations should have intervened in the early days of hostilities. Moreover, if it was wrong to intervene diplomatically when Poland seemed to be getting the best of the fight, it was much more wrong to propose intervention by force of arms when Poland was losing.

#### RUSSIA'S DEMANDS.

Mr. Lloyd George, replying, said he had just received from M. Kameneff the terms of the Armistice and peace preliminaries which would be submitted at Minsk by the Russians, although M. Kameneff added that these terms might be supplemented by details of secondary moment. The following are the terms:—Firstly, the strength of the Polish Armies must be reduced to one annual contingent up to 50,000 men and the Commands and Administration of the Army to aggregate 10,000 men. Secondly, demobilisation to take place within one month. Thirdly, all arms over such as may be required for the Red's reduced Army, as well as the civil militia, shall be handed over to Soviet Russia. Fourthly, all war industries shall be demobilised. Fifthly, no troops or war materials shall be allowed to come from abroad. Sixthly, facilities to be placed at the disposal of Russia for commercial transit to and from the Baltic. Seventhly, free land to be granted to dependents of Polish soldiers killed in the war. On the other hand, parallel with demobilisation, Russian and Ukrainian troops shall be withdrawn from the Polish front. Upon the determination of these operations the number of Russian troops on the Russian frontier line shall be considerably reduced on the basis of a figure to be agreed upon. The Armistice and fixed at a date to be agreed upon, but not further east than the line shall be the *status quo*, but not further east than the line one indicated in Lord Curzon's Note of July 20. The Polish Army shall withdraw to a distance of fifty versts from that line, the zone between being neutral. Finally, the frontier of the independent State of Poland shall in the main be identical with the line indicated in Lord Curzon's Note of July 20, but additional territory shall be given to Poland on the east.

Mr. Lloyd George said immediately on receipt of this telegram, after consultation with his colleagues, he communicated the terms to Poland, France and Italy. The Russian Government had insisted on direct negotiations with the Polish Government. They were entitled to direct negotiations, and, having taken that course, he was of opinion that it would be unfair, when the delegates of both sides were meeting forthwith, to express an opinion which might embarrass the discussions. There were certain things which he did not know the meaning of, and the Polish delegates would certainly ask for an explanation. The Allies had given their preliminary impression to the Polish Government, but beyond that he did not think it would be fair to go.

Mr. Lloyd George agreed that the terms created a new situation. Replying to a suggestion that House should not adjourn until the matter was finally settled, Mr. Lloyd George said he was hopeful that such a step would be unnecessary.

#### MISCHIEF-MAKER MANNIX.

TAKEN FROM LINER BY DESTROYER.

London, August 9. A British destroyer took off Archbishop Mannix from the liner Baltic and landed him at Penzance, whence he intends to proceed to London. A great Irish welcome had been previously arranged at Liverpool in anticipation of his disembarkation there.

#### LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

#### JAVA SUGAR WORKERS.

BIG STRIKE THREATENED.

Singapore, August 11. Seventy-two thousand native sugar employees in Java have sent an ultimatum to the Sugar Syndicate that they will down tools in eight days unless their demands are granted.

#### SINGAPORE MOTOR FATALITY.

DRIVER ACCUSED OF RASHNESS.

Singapore, August 11. The inquest in the motor fatality, by which a European named Stapp was killed, has opened and been adjourned. Cooper, who was driving, is accused of committing a rash act.

#### TO-DAY'S CHINESE TELEGRAMS.

Shanghai, August 11. Chen Wan-pang resumed his duties as Premier on the 10th, but is only acting. The Japanese Minister has officially declared to the Ministry for Foreign Affairs and the Diplomatic Corps that the nine ring-leaders in the present political crisis who are wanted by the Chinese Government will be protected according to International Law. A mandate issued on the 11th appointed Dr. Wellington Koo to be China's representative on the League of Nations. The Government has concluded a contract with a certain foreign bank for \$5,000,000 to meet military expenses. (Other Early and Special Telegrams Followed.)

#### "INDO" SHARES.

##### HOLDERS ADVISED TO SIT TIGHT.

There has been a prompt denial of the rumours that the Indo-China Steam Navigation Company intended to take over the Indo-China Steam Navigation Company, and the latter's stock of the latter undertaking has relaxed from 34 to 43 1/2, but holders would do well to sit tight (says Truth of July 7). The disclaimer has caused disappointment for the time being, but no doubt advantage will be taken of amalgamation possibilities on another occasion, as it is still confidently believed that the P. and O. Company is bent on acquiring control at some time or other.

There are other considerations which tend to sustain speculative interest in Indo-China. The redemption of debentures leaves the way clear for a larger distribution of profits among the shareholders. It is understood that substantial profits have been made on exchange, and the fact that the company escapes excess profits duty owing to its foreign domicile also strengthens the shareholders' position.

#### H.M.S. KENT.

The passing of the gallant old cruiser Kent at Hongkong under circumstances which have caused much comment, recalls that when we used to contrast our cruisers with those of the Japanese navy she was invariably put alongside the Tokiwa, the two cruisers being almost identical in build, displacement and general features, whilst their speed was much the same, but the Tokiwa made up for her smaller coal bunker capacity by additional armour protection and heavier guns, her 8-inch guns being superior to the 6-inch guns of the Kent. The four 8-inch guns of the Tokiwa easily out-ranged the smaller guns of the Kent class, and the additional armour gave her another advantage. Well would it have been for the Navy if it had taken a leaf out of the Japanese book and put in heavier guns in the County and Town class of light cruiser. The battle of Coronel might have had a different result, and that of the Falklands might not have been fought. Commenting on this in 1904, a naval writer with prophetic pen recorded: "There can be no doubt that at the long range at which modern action must be fought the superiority of the 8-inch gun over the 6-inch will be further emphasised." Had the ill-fated Monmouth and the forlornate Glasgow, light cruisers, been armed with 8-inch guns, or even 7.5-inch guns, the fight made by Admiral Cradock's squadron would have been a stiffer one. As it was he had only two guns which could reply to the fifty-odd guns of Von Spee's. These guns, too, were served by the finest marksmen in the German Navy, the navy that was—L. and C. Express.

#### TOO MUCH STEAM.

Leung Fuk, the engineer of the steam launch Lee Hing, was this morning prosecuted at the Marine Court, at the instance of L. S. Elson, before Commander C. W. Beckwith, R. N. Marine Magistrate, for placing on his safety valve 29 lbs. more pressure than that allowed by his licence. The incident occurred on July 29th.

Lance-sergeant A. Elson, stated that at 9.45 p.m., on July 29th he was on duty in the harbour when he saw the launch without lights. He called on her to stop and boarded her. When he looked at the steam gauge in the engine room he said it registered 154 degrees, and no steam was blowing. The pressure allowed on the certificate was 125 degrees. The case was remanded until to-morrow, as the engineer pleaded that the valve springs were stuck.

#### RETURNING EAST.

##### BIG DEMAND FOR PASSAGES.

The L. and C. Express says:—We have already noted the big demand for passages to the East, which is due to the increased cost of working the passenger type of liner. At the same time, the unprecedented demand for passages, which was so pronounced a year ago, and particularly in the autumn, shows few signs of diminution. It is, indeed, far in excess of the supply, and intending passengers are asked either to expedite their departure by securing what accommodation is left for this month, or in August departures, or to defer sailing until November or December. Even then it is desirable that would-be passengers should register their wants as soon as possible.

#### DAY BY DAY.

The Chinese who was rescued from the fire at No. 82, Wing Lok Street yesterday morning, succumbed to his injuries early this morning at the Government Civil Hospital.

For picking the pocket of a seamy, a Chinese thief who operated in Aberdeen Street yesterday, was this morning sentenced by Mr. N. L. Smith to three months' hard labour. A previous conviction for being found inside a house on some felonious intent was proved against the prisoner.

Captain Thirlwell, of the S.S. Moh Hon, which went ashore off St. John's Island, during a typhoon, is back in Hongkong arranging to get a tug to tow the vessel back here. He says that the boat is in rather a dangerous position and should there be strong south-west winds in the region the vessel is liable to capsize.

Two men and a woman, who comprised the crew of a sampson, were yesterday arrested by the Police in Yaumati Bay on the discovery of 370 taels of prepared opium in a secret place in the hold of the vessel. The drug is estimated to be worth \$4,480. The case, which was called before Mr. R.O. Hutchison this morning, was remanded.

The Cosmopolitan Dock launch C4 was badly damaged in a collision with the Yaumati ferry launch Peiting yesterday at 12.15 p.m. The impact, which occurred near No. 5 Buoy, was so bad for the Dock launch that she took in water from a hole in her side, and was towed in a sinking condition to Yaumati. Fortunately there were no casualties.

With the receipt of certain information Inspector Caygill, of the Yaumati district, yesterday raided two houses in Portland Street, for arms. Four daggers, a revolver and a quantity of ammunition were seized, and two Chinese men and a female were detained. They were all remanded on the application of the Inspector at the Police Court to-day.

#### TRADE UNION'S LOW-PAID GIRL.

A disclosure at the Nottingham Conference of the United Vehicle Workers, that a girl typist at the Huddersfield branch office was paid only 15s. a week led to angry protests. It was contended that this was a gross reflection on trade unionism, and one speaker declared that such starvation wages were calculated to drive girls into wrong ways. The local officials were asked instantly to remedy the matter.

#### ORGAN RECITAL.

The programme (which will be published later) of Mr. Norman Fuller's Organ Recital, to be given at 3.15 p.m. on Monday next, is of an entirely "popular" nature and as such will appeal to anyone who is at all interested in music. In musical matters the word "classical" is often, and possibly not without reason, held to be synonymous with the uninteresting, especially by those who have not made a special study of music as an art; on the other hand, the word "popular" often stands for the cheap in the estimate of people of pronounced musical taste. It is hoped that the selection of pieces in the present programme will be acceptable to all tastes; whilst with the exception of the vocal selections none of the pieces to be given can be strictly described as classical, none of them can be described as cheap, and all owe their popularity to their undoubted attractiveness.

#### STONEHENGE DISCOVERIES.

##### ROMAN AND BRONZE AGE REMAINS.

At a meeting of the Society of Antiquaries, an interim report was given by Colonel Hawley on the work now being carried on at Stonehenge by the Office of Works and the Society of Antiquaries. The discovery of a circle of holes in the chalk, indicating that there was once an outer circle of stones, was referred to in the same article. Excavations have been made in these holes, and the record of the objects found is a puzzling one. Necessarily things of comparative modern times would work their way down by cracks or rabbit burrows, and among these were a coin of Elizabeth and one of George II. A considerable quantity of Roman objects was, however, turned out, including two coins, pottery shards, and some fragments of bronze. The holes yielded some good Neolithic fabricators and cores. Fragments of pottery ascribed to the bronze age were also in evidence.

As in 1901, the excavations revealed a quantity of chippings of the bane stones, showing that these were dressed on the spot. A geologist present, who microscopically examined the fragments, pronounced them to be a diabase of a character found in Pembrokeshire. The idea that these were ice-transported stones was not favoured by him. It was pointed out, however, that in 1901 several leading ecologists affirmed that they were boulders left on Salisbury Plain in the great Ice Age. Fragments of such rocks do occur in the Salisbury gravels. They have long since disappeared from the surface on account of their value as building stones. One of the pieces lately found shows glacial striae on it. The difficulty of transporting such stones from Pembrokeshire, at a time when hardly any roads existed, must have been insuperable, and there is no geological impossibility attached to the glacial theory.

#### TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s 11 1/4d.

#### THE WEATHER.

2 p.m. Barometer:—29.66. Temperature:—81. Humidity:—87.

#### DON'T FORGET.

##### TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.  
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

##### TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.  
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.



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EARLIER TELEGRAMS

THE RUSSO-POLISH CRISIS.

London, Aug. 9.  
The Hythe Conference finished with a short afternoon sitting, held owing to receipt of further communications from Soviet sources, after which Mr. Lloyd George and M. Millerand returned to their respective capitals. The former upon departure was accorded an ovation. It is officially stated that the Allies are in complete agreement in regard to the action to be taken with reference to the Polish situation subject, however, in the case of Britain, to the approval of Parliament. It is understood the Allies are determined to support the Poles by technical advice and munitions and also, possibly, naval measures, but Allied troops will not be employed. Furthermore, it is semi-officially explained that the British Government for three months has done its utmost to induce Russia to come to terms with a view to removing the serious condition of affairs in Eastern Europe but the Russians appear to be determined to crush the Poles and impose upon Poland a form of government to which the great majority of the Poles strongly object. The Allies feel it their duty to do everything possible to enable the Poles to maintain their independence because Poland was created by the Treaty of Versailles; nevertheless, the issue must largely depend upon the ability of the Poles themselves with such help as aforementioned to repel the Russian attacks. As to the Minsk Conference between the Poles and Russians to be held on the 11th, if the latter then indicate their willingness to make reasonable terms different considerations will apply. It is probable that M. Kamenoff will be permitted to remain in London until after the 11th in order that the Government may learn what occurs at Minsk. In the event of the Minsk negotiations failing, it is likely that the Government will ask M. Krassin and M. Kamenoff to leave Britain on the ground that it is impossible to negotiate with them while the Allies are simultaneously taking steps to assist the Poles.

London, Aug. 9.  
A Labour Conference held to-day in the House of Commons passed a resolution as follows:—  
This joint Conference, representing the Trades Union Congress, the Labour Party, and the Parliamentary Labour Party feels certain that a war is being engineered between the Allied Powers and Soviet Russia over Poland, and declares that such a war will be an intolerable crime against humanity. It therefore warns the Government that the whole industrial power of the organised workers will be used to defeat this war, that the Executive Committee of all affiliated organisations throughout the country will be summoned to hold themselves ready to proceed immediately to London for a national conference, that they will be advised to instruct their members to down tools on instructions from that national conference, and that a Council will be immediately constituted to take such steps as may be necessary to carry this decision into effect.

London, Aug. 10.  
The Labour Conference decision unquestionably is an ultimatum to the Government that a new war will mean a general strike throughout the country. A prominent Labourite declares that the decision is not only a threat but a decision which will materialise if necessary. Considerable enthusiasm prevailed at the conference following the adoption of the resolution. The extreme urged immediate direct action but the moderates, although equally favouring a firm attitude, secured the adoption of the more constitutional procedure.

London, Aug. 10.  
The House of Commons was crowded. It warmly cheered Mr. Lloyd George when he entered the House. M. Krassin and M. Kamenoff were in the Strangers' Gallery.

Mr. Lloyd George, at the outset, expressed himself as still hopeful of peace, but, in view of the fact that the House was rising at the end of the week, he proposed to indicate the Government's intentions in certain contingencies. In the course of a brief re-statement of the position, he repeated opinions voiced on earlier occasions, that the Polish attack was unjustified. (Labour cheers.)

Nothing is up to now known regarding yesterday evening's Cabinet meeting, but the *Daily Express* endeavours to lift the corner of the veil by declaring that the danger of war between Great Britain and Russia is ended, that new representations will be made to the Soviet Government, and that, if the Russians keep their pledges to maintain the integrity of Poland, the outstanding difficulties are capable of solution.

Further speculation is, however, useless for the moment pending Mr. Lloyd George's statement in the House of Commons this afternoon and the result of the Russo-Polish negotiations at Minsk to-morrow. There is undoubtedly an optimistic feeling in that connection.

The Labourite "Council of Action" meets Mr. Lloyd George at noon to-day, but as the question of war may be practically ruled out, there is every likelihood that the Premier will be able to give satisfactory assurances.

THE SHAW INCIDENT IN KOREA.

London, Aug. 10.  
In the House of Commons, Lieut. Colonel Parry asked in regard to the alleged attempt by the Japanese Police to board the British steamer *Kuifin*, owned by Mr. G. L. Shaw, for the object of arresting Koreans suspected of being on the vessel, and the subsequent attempt to raid Mr. Shaw's house for a similar reason.

Mr. Cecil Harmsworth replied that the Japanese Consul General at Mukden had privately complained of Mr. Shaw's sympathetic attitude toward Korean agitators. It was alleged that Mr. Shaw kept one of the upper rooms of his house in Antung as an asylum for Koreans who were plotting against the Japanese and allowed Koreans to use his steamers as a means of flight and for communication with the Korean Provisional Government at Shanghai.

The British Consul General consequently privately warned Mr. Shaw to be careful. The British Ambassador at Tokio, who reported the subject fully, had not mentioned the story of the alleged attempt to board the steamer, or to raid Mr. Shaw's house.

DEATH OF PROFESSOR KINCH.

London, Aug. 10.  
The death is reported of Professor Edward Kinch, F. R. S., Professor of Chemistry in the Royal Agricultural College, England, from 1881 to 1915.

[Professor Kinch was Professor of Chemistry in the Imperial College of Agriculture at Tokyo, Japan from 1876 to 1881, and was a noted writer on Far Eastern affairs.]

HOME CRICKET.

London, Aug. 9.  
Middlesex beat Surrey by an innings and 33 runs.  
Yorkshire beat Worcestershire by an innings and 210 runs.  
Sussex beat Derbyshire by an innings and 103 runs.

THE STRANDED SAMI MARU RELOADED.

Sydney, Aug. 10.  
Lloyd's correspondent at Sydney announces that the "Sami Maru," which was stranded near Cook Town, at the end of July, has been refloated. The fore-holds are full of water and it is estimated that 700 tons of coal were jettisoned. The vessel proceeded to Cairns.

(Continued on pages 3 and 5.)

NEWS FROM ALOFT.

AMERICAN JOURNALS ON  
THE HIGHER PLANE.

Frank I. Cobb, editor of the *New York World*, declared recently in an address at the Church of Ascension Forum that, whatever were the faults of the American newspaper, lack of integrity was not one of them. Mr. Cobb asserted that the newspapers of America were on a higher moral plane than those of any country in the world.

"In my experience of 30 years I have never seen much news suppressed," he said. "Whenever you see a despondent newspaper man who says he had a story which was suppressed you may make sure that he did not understand his job or that he did not have much strength of character. There may be news suppressed, but with newspapers, the defects are mechanical rather than moral. You cannot have any idea what havoc linotypes and stereotyping machines and presses will play.

"Nor is there much truth in the popular superstition that advertisers have a great deal to do with what news is printed. The great newspaper, the successful one, prints so much advertising that one advertisement is of no importance. Nor have I ever known any advertiser who tried to control a newspaper.

PRAISES INTEGRITY OF PRESS.

"I have never known a first-class newspaper man who would not print the news if he knew it was true. In the long run the newspaper can't be much better or much worse than the community in which it circulates. On this question of integrity, I believe that whatever are the faults of our newspapers they are on a higher plane of integrity than any other journalism in the world. This in spite of many difficulties that they have to contend with because of the peculiar population of New York, a population that is no sense homogenous. The foreign-language papers of New York exceed in circulation *The Times*, *The World* and *The American*—the three great papers in point of circulation.

"Our papers are more free from control than any others. There are, it is true, differences in handling news, but they are essentially the same. The existence of propaganda in this country is proof of the fact that the newspapers cannot be controlled through their owners or managers."

The chief fault of our newspapers, as Mr. Cobb sees them, is cynicism, and this, he said, was largely a reflexion of the moral reaction which has set in since the war ended.

"The newspapers are overworked; they are tired," Mr. Cobb said. They are losing the greatest quality that they had through three generations—the quality of militant journalism. They are so overcrowded with matters of little importance that they can't fight for something big.

"That can be cured by the American people themselves. I have never seen the American people steered in things so little worth while and so tied down by cynicism, materialism and selfishness. This is a reaction from the spirit that wrapped this country during the war. The papers are swamped with a mass of so-called news, most of which is of no importance, but the people seem to be interested in just that sort of thing."

"This reaction which followed the war is all the more grave because of the little realization there is of the grave problems there are to be solved.

"When you begin to wonder what is the matter with newspapers you should ask what is the matter with yourselves."

THE STRUGGLE WITH  
PROPAGANDA.

The newspapers to-day are waging an unending struggle against propaganda. Mr. Cobb declared. He said that the propaganda which began with the Germans during the war and then was developed by all countries in the war had given way to a different sort of propaganda, which is being carried on by private interests.

"The propagandists are now working on labour matters for one thing," he said. The closest group in the labour group. When Upton Sinclair said in relation to the coal strike that *The Times* and *The World* knew that the men were going back, he was mistaken. I can move an ally and I suppose *The Times* said:

NOTICES

JUST ARRIVED

Easy hair curlers.	Nailfiles.
Gillette stropping machines.	Hair blinds.
Best steel razors.	Bronze hair pins.
Auto strop razors.	Pinaud's Brillantine.
Best razor strops.	Spirit lamps for curling irons.

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"EWO" Motors.

Associated British Machine Tool  
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Maxine Ltd. (Leather-cloth).  
Edgar Allen & Co., Ltd.,  
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"Sarco" Steam Traps, Temp.ature  
Regulators &c.

Linotype & Machinery Ltd.  
Pulsmometer Engineering Co., Ltd.  
T. & W. Smith Ltd. (Wire Ropes).  
Imperial Light Ltd.

WHAT IS A LUXURY?

FRENCH GIVE NEW  
DEFINITION.

Paris, June 21.—The *Journal Officiel* has just published various modifications in the law imposing a luxury tax of 10 per cent. on certain articles.

Under the new provisions articles are divided into two classes: those which are by their nature considered a luxury, and those which will only be liable to the tax if their prices exceeds a certain amount.

Such things as motor-cars, jewellery, "luxury" horses and dogs, "brandy," (except tooth powder), paintings, grand pianos, and trunks are obviously articles of luxury, and must pay the tax at whatever prices they are sold.

In the second category a man's suit is not a luxury up to 530 francs, and the same price is the limit for a woman's costume. Gloves over 28 francs a pair are liable to the tax, and boots or shoes over 100 francs.

Furniture, china, wine, upright pianos, umbrellas, clocks, fountain pens, bags and trunks, dog collars, corsets, harnesses, and motor-cycles are among the items which are not now luxuries if below a fixed price. Bicycles are no longer considered a luxury.

not get any publicity was because they did not give any publicity. "If the people have had a moral function, why don't the newspapers try to lead the people?" was one question.

"I will refer the question to the campaign of 1917," said Mr. Cobb. "Every responsible newspaper in New York City, including *Major Evening*, yet he was asked 'What's the great morality?' and he said 'I don't know.'

Several questions relating to the "outlaw" railroad strike were asked of Mr. Cobb. He denied assertions that the strikers had not got a square deal and declared that the strikers were not at fault.

NEWSPAPERS COST \$12,000,000 A YEAR.

"The newspapers, of course, have to figure out how much it is going to cost them to run. A paper like the *Times* or the *World* has to figure \$10,000,000 or \$12,000,000 a year for running expenses. But it does not have to worry much about getting advertising."

Mr. Cobb, when asked during the questioning that followed the address why he supported President Wilson's policies, said: "I know it is not fashionable to support Woodrow Wilson. I supported him consistently because I believe that he is the greatest moral force in the world for 100 years. I believe that if the world is to make any progress it must go back to the policies of Woodrow Wilson including the Fourteen Points."

Several questions relating to the "outlaw" railroad strike were asked of Mr. Cobb. He denied assertions that the strikers had not got a square deal and declared that the strikers were not at fault.



## NOTICES

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European Expert Tuners

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Moderate fees, guaranteed work.

Place your piano in our care. We will keep it in first-class order for a small yearly subscription.

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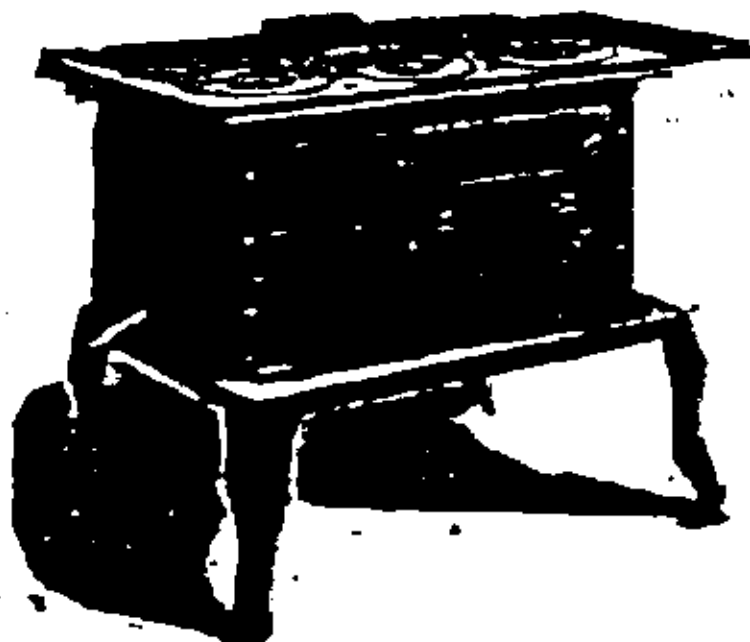
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A Large Size Range Suitable for a Hotel. Prices to Suit All.



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CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL  
INSTRUMENTS REPAIRED UNDER MY  
PERSONAL SUPERVISION.

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MANUFACTURERS

OF  
MACARONI, VERMICELLI, PASTE  
STARS, EGG NOODLES &c.  
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## JUST ARRIVED

Large fresh Stock

OF

COCOA NUT OIL SHAMPOO

ALSO SELECTION OF HAT DYES

THE COLONIAL DISPENSARY

14, Queen's Road Central,

Tel. No. 1877

## EARLIER TELEGRAMS.

(Continued from Page 2.)  
THE ANGLO-JAPANESE ALLIANCE.

London, Aug. 9.  
Colonel House, who is now in London, has telegraphed to the Philadelphia Public Ledger. He commends American consideration of the suggestion by "An influential English Statesman" for the supersession of the Anglo-Japanese Treaty by an Anglo-American-Japanese-Chinese Treaty for the purpose of avoiding friction among the Powers principally interested in the Pacific. He submits that no action should be taken which would be inconsistent with the League of Nations.

Colonel House describes the Anglo-Japanese Note to the League on the Agreement as an important but baffling official document which raises wonderment as to the extent of its full scope.

He says that American diplomacy in the Far East has centred for nearly two decades upon the clarification of relations between the two great Asiatic Naval Powers there, and the effect thereof upon America's future in the Pacific. He declares that a feeling of deep uneasiness has always brooded over the whole question.

Colonel House refers to the very unexpected Anglo-Japanese decision, after long, secret negotiations, to put the whole matter before the League of Nations, in a way frequently interpreted as tantamount to the practical abolition of the Agreement, at least in the form hitherto known. Colonel House welcomes this action, and says that the question now raised is whether the Note of Aug. 7 constitutes a new international agreement between the two nations which must be registered.

He expresses American curiosity to know the text of the old Agreement and whether joint Anglo-Japanese action has effected a fundamental modification therein.

He is of the opinion that none of the Powers on the Council are able to force or are interested in forcing the clarification desired by the United States, and believes it is probable that the full scope of this Note, which is so vital to America's whole Far Eastern policy, must therefore remain a mystery.

## AMERICA AND WORLD PROBLEMS.

New York, Aug. 10.

In the course of an address in connection with the notification of his Vice Presidential nomination, Mr. Franklin Roosevelt made an interesting reference to the question of America's participation in the world problem.

He warned the United States against a retrogressive foreign policy and declared that by shutting their eyes to their world responsibilities they would have, for a result, the selling of their newly-built Merchant Marine to a more far seeing Power, crushing utterly by embargo and harassing by legislation the country's foreign trade, closing American ports and building an impenetrable wall of costly armaments. The United States would then live as the Orient used to live, a hermit nation dreaming of the past.

As an alternative, he urged that America must open its eyes and see that it is impossible to avoid, except by monastic seclusion, those honorable intimate foreign relations which the fearful-hearted shudderingly miscall international complications.

## GERMAN WARSHIPS ARRIVE IN AMERICA.

New York, Aug. 10.

Five battered ex-German warships, including the Dreadnought "Ostfriesland", and the Cruiser "Frankfurt" have arrived here and are anchored in the Hudson River, where they will be opened to the public.

## WOMEN'S SUFFRAGE IN AMERICA.

Washington, Aug. 10.

The leaders of the Women's Suffrage movement have been informed from Nashville, Tennessee, that enough votes have been pledged in the State Legislature to ensure the passage of the Women's Suffrage Bill at the forthcoming special session. This will automatically bring Women's Suffrage into force throughout the United States since, with the adhesion of a number of other States, the Tennessee vote provides the required majority.

## ANTI-ITALIAN DISORDERS IN AMERICA.

West Frankfort, Illinois, Aug. 10.

Forty people, suspected of complicity in the recent anti-Italian rioting here, have been arrested. The disorders have ceased, but military forces continue to patrol the foreign quarter.

## BRITISH EMPIRE EXHIBITION.

London, Aug. 10.

The House of Commons has adopted a resolution authorizing payment of one hundred thousand sterling as the Government's share of the guarantee fund in connection with the forthcoming British Empire Exhibition. Mr. Kellaway, moving the resolution, said there was no better way of celebrating the great part played by the Empire in the war than by holding in London this exhibition of the Empire's manifold resources and the activities of its peoples. The guarantee was conditional on a guarantee of half a million sterling being forthcoming from private sources and there was every reason to believe that the sum would be found. It was necessary that our manufacturers should find new markets and our greatest hope in this connection lay in the Empire itself.

## IRISH OUTRAGES.

London, Aug. 9.

The House of Lords passed the second reading of the Restoration of Order in Ireland Bill.

In the course of the debate an elderly gentleman, from the place allotted to Privy Counsellors, created a mild sensation. He exclaimed "If you pass this Bill you may kill England, but not Ireland." Thereupon he walked out of the House. It is understood the interrupter was an Irish Privy Counsellor named Carlisle.

## BYE-ELECTION RESULT.

London, Aug. 10.

The Woodbridge bye-election resulted as follows:—Sir A. Churchman (Coalition Unionist) 9893; Mr. Harden (Labour) 8707. The vacancy is through Lt.-Col. R. F. Peel being appointed Governor of St. Helena.

## ARCHBISHOP MANNIX.

London, Aug. 9.

The "Baltic" arrived at Liverpool to-day. The passengers declare that Archbishop Mannix was taken off the ship forcibly by a naval boarding party at four o'clock in the morning. It is declared that he will not be allowed to go Liverpool, Manchester, or Glasgow.

## OLYMPIC GAMES.

London, Aug. 9.

It appears that the week-end sporting results from Antwerp do not refer to the Olympic Games but to world championships organized by the International Cyclists' Union. The Olympic Games are due to start to-day.

(Continued on page 5.)

PRE-WAR PENSIONS TO  
BE INCREASED.

## A LIMITED MEASURE.

In Committee of Supply in the House of Commons recently, Sir L. Worthington-Evans (Minister without portfolio) moved a money resolution on which he said a bill was to be founded to increase pensions in the case of retired civil servants, elementary school teachers, members of the Royal Irish Constabulary and the Dublin Metropolitan Police, employees of any police, local or other public authority who were in receipt of pensions granted before August 4, 1914, or pensions granted since that date to which the pre-war scale applied.

After explaining the scheme (detailed below), Sir Laming said some strict limitation had to be laid down if the expense was to be within the limits of the country at present. The increased pensions related only to pensioners over 60 years of age, or those who retired by reason of infirmity under the age of 60.

The total number of persons affected both by the resolution and the increase to soldiers and sailors would be about 110,000 over 60. There would be some few others who retired on grounds of infirmity, and some widows who would be entitled to have their pensions increased at the age of 40.

Sir D. MacLean (L.—Feesble) said the resolution demanded the sympathetic support of all parties, but he asked that an opportunity should be given to discuss the Army and Navy pensions.

Mr. Mills (Lab.—Dartford) said the sum should be at least double.

Mr. Hogge (L.—Edinburgh) regarded the provisions made in the resolution as parsimonious, a view also put forward by Sir J. G. Butcher (C.U.—York) with special reference to the Royal Irish Constabulary and by Major E. Gray (C.U.—Accrington) with special reference to elementary teachers.

Major Nall (C.U.—Hulme, Manchester) urged that the whole question of hard cases of pre-war pensioners of the services should be reviewed.

Sir F. Sandbury (C.U.—City of London) contended that we had not the money to assist these pensioners. There was going to be a deficiency on the railways running into many millions which had not been provided for in the Budget.

Sir L. Worthington-Evans, replying on the debate, warned members that if an attempt were made to extend the scale of pensions it would jeopardise the whole scheme. If he were to accept all the suggestions made the increased cost, instead of being a million and three quarters a year, would be between six and eight millions a year, and it would not be fair to accept one and reject the other. The Government could not accept amendments which would increase the cost.

After further discussion the resolution was agreed to.

## HOW THE SCHEME WILL APPLY.

The scheme was explained in a White Paper. The proposed scale of increases is as follows:—

Pensioners not exceeding £50 a year, 50 per cent; pensions exceeding £50 a year and not exceeding £100 a year for unmarried persons, 40 per cent; pensions exceeding £100 a year but less than £150 a year for unmarried persons, 30 per cent.

This is subject to the condition that no pension shall be increased by an amount greater than is sufficient to bring the total means of the pensioner, including the increased pension, up to £150 a year for an unmarried or £200 a year for a married person.

In case of pensions granted since August 4, 1914, which are above the pre-war level, but by an amount which is less than the increase which would be permitted by the present bill, power will be taken to provide an increase sufficient to bring the total pension to the same level as a pre-war pension as proposed to be increased under the bill.

The cost to the Exchequer of the increases which would be granted under the provisions of the bill is estimated at more than £850,000 in the first year.

The bill does not provide for the increase of naval or military pensions, but additions to those pension, corresponding to those provided by the bill will be made in the ordinary manner by Order in Council, and Royal Warrant. The initial cost of these corresponding increases is estimated at £275,000 per annum for naval and £500,000 for military pensions.

## NOTICES

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STAINLESS  
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OF

HIGHEST GRADE SILVER PLATED WARE

INCLUDING

"PRINCE'S PLATE"

IN

CAKE DISHES, FRUIT STANDS, EGG FRAMES,  
TEA & COFFEE SERVICES.

BUTTER DISHES, CUTLERY CABINETS,  
ENTREE DISHES, SAUCE BOATS, ETC.

"STERLING SILVER WARE IS OUR SPECIALITY."

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WHISKY.

MILD, MELLOW, MATURED.

Pre-war high quality still maintained

A. S. WATSON &amp; CO., LTD.

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WHITEAWAY'S ANNUAL  
SALE

GENUINE BARGAINS IN OUR

GENT'S OUTFITTING DEPT:

GOODS CLEARING AT PRACTICALLY

COST PRICE

DO NOT MISS THIS OPPORTUNITY

PRICES INCOMPARABLE

GENT'S WHITE, &amp; KHAKI HELMETS

Usual Prices, \$6.00 &amp; \$10.00.

Bargains \$2.50.

GENT'S WHITE, &amp; STRIPED DAY SHIRTS,

PRINTS, ZEPHYR'S, ETC.,

Usual Prices, \$3.50 &amp; \$3.75, Sale Prices, \$1.75. &amp; \$1.25.

GENT'S WHITE 'AERTEX' TENNIS SHIRTS

Usual Prices, \$3.75 &amp; \$4.25.

Sale Prices, \$2.25.

GENT'S MATTE TENNIS SHIRTS

Usual Prices, \$3.75 &amp; \$4.95.

Sale Price, \$2.50.

GENT'S WIDE END TIES, PLAIN COLOURS SPOTS, &amp; FCV.

Usual Prices, \$1.00 &amp; \$1.50.

Sale Prices 45c. 75c.

GENT'S LISLE THREAD &amp; CASHMERE HALF HOSE.

Sale Prices 75c. &amp; \$1.00.

GENT'S LEATHER BELTS.

Sale Prices 75cts. &amp; \$1.00.

GENT'S PYJAMAS, WHITE AERTEX, FANCY COTTON.

Sale Prices \$3.25, \$3.50, \$5.25.

ALSO MANY BARGAINS IN GENT'S HANDKERCHIEFS,  
BRACES, & UNDERWEAR.

WHITEAWAY'S

THE MEN'S WEAR SPECIALISTS.

HONGKONG.







# THE BLUE FUNNEL LINE

REGULAR AND FAST SERVICES

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(Direct)  
 "OANFA" 15th August London, Amsterdam & Antwerp  
 "PROMETHEUS" 22nd August London and Hamburg  
 "PROTHILAUS" 31st August London, Amsterdam & Hamburg  
 "ACHILLES" 9th Sept. London, Amsterdam & Antwerp  
 "LYCAON" 20th Sept. London, Amsterdam & Hamburg

## LIVERPOOL SERVICE

(Direct or via Continental Ports)  
 "ALCINOUS" 20th August Havre and Liverpool  
 "BELLEROPHON" 22nd August Genoa, M's L'pool & Glasgow  
 "RHESUS" 2nd Sept. Havre and Liverpool  
 "CYCLOPS" 11th Sept. Genoa, M's L'pool & Glasgow

## PACIFIC SERVICE

(via Kobe and Yokohama)  
 "IXION" 19th August Victoria, Seattle and Vancouver  
 "TALHYBIUS" 7th Sept.  
 "TYNDAROS" 6th October

## NEW YORK SERVICE

(via Suez or Panama)  
 As per Joint Service Advertisement on Page 2.  
 For Freight and Further Information Apply to  
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HARBOUR REPAIRS  
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Sole Agents for  
 "KELVIN MOTORS."  
 Motors from 12 B.H.P. to 50 B.H.P. now in stock also spare parts.

Works ... Tel. K.21.  
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 Telegrams "SEYBOURNE."

## CONSIGNEES.

### "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

From HULL, MIDDLESBRO, LONDON AND STRAITS.

The Steamship  
 "BENARTY."

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 24th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.  
 Agents.  
 Hongkong, 9th August, 1920.

## "ELLERMAN LINE"

## NOTICE TO CONSIGNEES.

From HAMBURG AND ROTTERDAM.

The Steamship  
 "SWAZI"

having arrived, Consignees of cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, Today.

Goods not cleared by the 18th August, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

THE BANK LINE LTD.  
 General Agents.  
 Hongkong, 6th August, 1920.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

OSAKA SHOSEN KAISHA.

From ANTWERP, ROTTERDAM & HAMBURG.

The Co's Steamship

"ATLAS MARU."

having arrived from the above ports, on the 10th August, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 16th inst. will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyor's, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All claims must be presented within thirty days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSEN KAISHA.

Y. YASUDA,

Manager.

Hongkong, 10th August, 1920.

## NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE AND STRAITS.

The Company's Steamship

"YOKOHAMA MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, Today.

Goods not cleared by the 18th August, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 11th August, 1920.

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## SHIP REPAIRERS.

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## OXY-ACETYLENE AND

## ELECTRIC WELDERS.

## MECHANICAL AND

## ELECTRICAL

## ENGINEERS.

**TAIKOO DOCKYARD & ENGINEERING COMPANY**  
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## —DTY DOCK—

LENGTH 787 FEET.  
 LENGTH ON BLOCKS 730 FEET.  
 DEPTH ON CENTRE OF  
 SILL (N.W.O.S.T.) 34 FT. 6 INS.

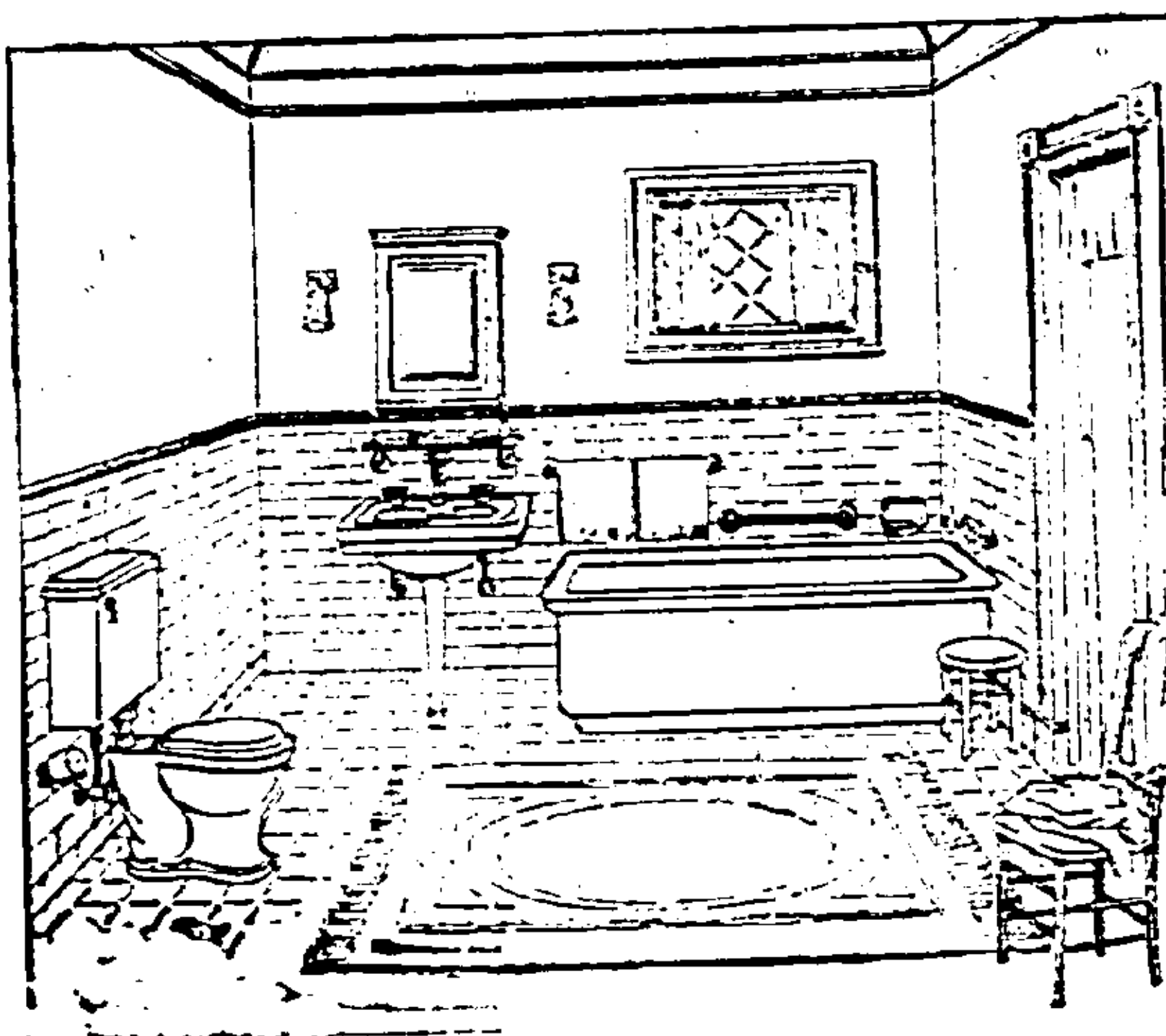
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 ELECTRIC CRANE AT SEA WALL, CAPABLE OF  
 LIFTING 100 TONS AT 70 FEET RADII

TELEGRAMS: "TAIKOO" HONGKONG.  
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# UNION ENGINEERING CO., LTD.

York Building.

Chater Road

## EARLIER TELEGRAMS.

(Continued from page 3.)

## INCREASE IN DUTCH SHIPPING.

London, Aug. 10.  
 A programme of considerable expansion is noted in Dutch shipping circles. The forthcoming arrangements include the early supplementing of the Royal West Indian Company's existing services to Surinam with cargo sailings. Three Dutch companies are inaugurating a joint service from Hamburg to Java. The Lloyd Royale Belge has again started sailings from Rotterdam and Antwerp to the Straits and China.

## SIAMSE PRINCE DIES IN PARIS.

Paris, Aug. 10.  
 Prince Rajabur (Dirakrichi) son of the late King, and Siamese Minister of Agriculture passed away as the result of an operation.

## EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

## GRAPE JUICE WELCOME.

Shanghai, August 11.  
 The visiting American legislators encountered Home conditions at Hangchow when Chinese officialdom, in planning a flawless welcome, followed prohibition tenets and served grape juice only at a series of welcoming affairs. This has dismayed a portion of the party after their wet Shanghai reception. The party are now at Nanking en route for Peking.

## FRECKLES AND HIS FRIENDS

By That Time Grandpa Might Forgive

BY BLOSSER.





## DELIGHTFUL &amp; REFRESHING NOTES &amp; COMMENTS.

FOR

## SUMMER USE.

Watson's

YE OLDE ENGLISH

## LAVENDER WATER

\$1.25 \$2.00 \$3.75

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## EAU DE COLOGNE

(Cloche d'Argent brand)

A perfume that will satisfy the most critical—in elegant crystal globe bottles.

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Office address: 11, Ice House Street.

## The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 12, 1920.

## MOTORING MANIACS.

The recent motor smash-up on the Deep Water Bay road has caused a deal of comment locally, because it happens to be the worst accident of its kind which Hongkong has experienced. Apart from the question as to who, if anybody, was to blame, there is once again raised the general issue of how mishaps of this character can be prevented, for there can be no doubt that if we get these constantly recurring accidents motoring, as a pleasure, will become adversely affected. It is generally conceded that the Colony's roads are not by any means ideal for motoring, a fact which is as much due to their many twists and turnings as to the nature of the road surface. Improvements have been made, admittedly, and more are in progress, but when the very best has been done there will still exist many handicaps. None the less, with the facilities available now and in the future it should still be possible for motorists to undertake enjoyable spins into the country, with no risk to themselves or to others using the roads. But what we wish to emphasise is that the safety of motorists and the public alike rests with those who drive the cars, a point upon which we shall have more to say in a moment or two.

Now, whilst we are not going to deny that many native chauffeurs are careless in their driving and appear to have an undue fondness for taking risks (sometimes to "show off" maybe), we rather fear that these Chinese drivers are saddled with more blame than is really theirs. Even in the case of hired cars, we have known of instances in which European occupants have urged the chauffeurs to speed up, not because they are in any particular hurry, but because they have succumbed to the fast-and-furious "joy-riding" craze. On the other hand, it is equally true that European passengers who would be quite content with a moderate speed are often placed at the mercy of chauffeurs who "scorch," and that it is with a feeling of very real thankfulness at retaining a whole skin that these former come to the end of their journey. We have heard it said that in some of the smaller garages the chauffeurs are paid so much per trip, and if that is so, then that fact may explain their anxiety to get the run over and to return to their headquarters to get further customers. But what about the European owner of a car? Is he always above reproach? We fear not. Only yesterday we heard of the case of a man who boasted that he had made the run out to Fanling in a little over half an hour. We will leave our readers to imagine what that means on such a road. Then there is the type of car-owner who has a high-powered machine of which he is proud and who likes to boast of its achievements. Such as these can be heard telling their friends that they have "touched" 40 or 50 miles an hour—a speed which is utterly unreasonable on the majority of roads which we have in this Colony. It is not that they are anxious to get anywhere within a certain prescribed time; the speed mania merely grows upon them and they are never happier than when they can "let her out." It would be serious enough if they only risked their own lives in the process; it is a thousand times more so when this "joy-riding" involves others in danger as well.

So what is needed in Hongkong is less of this nonsensical rushing about at high speeds in motor-cars, and it is about time the fact was brought home to European owners and native chauffeurs alike. In Shanghai there has just been issued a Municipal notification on this very matter of dangerous motoring, which, after pointing out that it is incumbent on drivers of motor vehicles to take particular care in adjusting their speed at all times so as not to endanger life and limb, says:—"The public safety must have first consideration, and those who drive in such a manner as to endanger it will be prosecuted with the utmost rigour of the law." In other words, able roads are not made solely for motorists; others have their rights—indeed, they can claim first consideration. These speed maniacs are really doing an ill turn to the general body of motorists by their antics, and when any of them are known to be "road hogs" they should not only be punished by law but denied membership of the Automobile Association and generally scorned by the motoring fraternity. The speed-limit regulations, too, badly need revising, especially all the motoring in Hongkong is for pleasure, so it isn't matter of hurry for anybody. That being so, we should like the limit, for certain areas at any rate, very materially reduced. To let, no reasonably-minded motorist would object; the others, being a source of danger to the public, needn't be bothered about.

## THE WORLD'S PRESS.

The Imperial Press Conference, now being held in Canada, should make a wider appeal than to those immediately concerned with the production of newspapers. It may seem a little egotistical for us to talk about our own craft, but the Press of the world has become so important and decisive a factor in the control and direction of human affairs that anything relating to its development and improvement has a greater significance than usually attaches to any other of the professions. It might be said that newspapers are but mirrors—reflecting the doings and opinions of others—and that they are mainly composed of advertisements and gossip; but they have taken upon themselves a far wider mission. Not only are they of public utility and service in the dissemination of news, but they also exercise an undoubtedly powerful influence in the direction of public opinion. And this is what the men now assembled at Ottawa are conscious of and what they are endeavouring to make contributive to the common weal of the human race. In the development of character and the proper conception of citizenship, the ventilation of governmental and social evils, and in the urging of moderate and constructive policies the Press of the world has a responsible task—though that task is not always carried out with the disinterestedness that it should be. The Conference has been at pains to insist on better Press communications and there is something more valuable than a selfish desire for efficiency behind the plea.

## A REAL MISSION.

There is a distinctly educational value in the fact that we in Hongkong should know what is happening elsewhere in the world, and that we should know quickly. The need of the age, more than ever, is for the speedy transmission of ungarbled news. Ignorance is the progenitor of half our misunderstandings and if ever the world is to enter upon its dream of universal brotherhood and peace it will only be by reason of the fact that we understand each other. Understanding makes for tolerance and sympathy. The Press hasn't this high conception always before it; it is often too commercially minded, it is often too narrow minded, reflecting racial and personal jealousies. But the ideal need not be considered wholly chimeric, for, speaking generally, the Press of the world—or rather the writers for it, are men who have a vision of an ordered, well-informed and peaceful humanity. Telegraphy, both wireless and cable, could be made of much greater value if there were an intensification of its use for the speedy transmission of world-wide news. Governments could help in this work, and it is not too much to hope that as a result of the deliberations in Canada, the British Government will give serious consideration to the improvement of the cable and wireless services of the Empire. But, important though this Empire Press Conference is, the World's Press Conference to be held in Australia next year will be of even greater value. If the Press of the world were unitedly working for peace and the advancement of civilisation, for the breaking down of prejudices, for the enlightenment of peoples, then one would be able to see, unobstructed, alluring vistas of a world growing truly beautiful.

## THE V.R.C.

Members of the Victoria Recreation Club have learned with pleasure of the proposal (confirmed at a recent meeting) for the construction of an additional floor in the gymnasium building which the generosity of its Chairman (Mr. R. E. Bellhouse) has made practicable. With the additional accommodation provided by this new floor, the literary and social tastes of members will be catered for in the provision of a reading room and library. In the colder months of the year, when there is little or no attraction in the swimming tank, members are at present only able to find recreation in the gymnasium or sociability in the bar. It was in view of the fact that the new rooms could be used for occasional festive

## DAY-BY-DAY.

AN OBSTINATE MAN DOES NOT HOLD OPINIONS, BUT THEY HOLD HIM.—Pope

Yesterday's health return shows one fatal case of cholera (imported), the victim being a Chinese.

Among the passengers who arrived by the Venezuela was Mr. F. G. Johnson, who is said to intend establishing in Hongkong a China branch of the W. H. Hazleton Co., oil importers of New York.

Captain P.S.I. Beaver, M.C., of the Wiltshire Regiment, has, we hear, been selected for service with the Egyptian Army. Captain Beaver is at present commanding the Company of Wilts at Peking.

We see from Home papers that the marriage took place on June 30, at Sevenoaks, of Mr. Bertram Montague Ede, son of Mr. and Mrs. Montague Ede, Hongkong, to Alice Enderby, youngest child of the late Mr. Alec Wardle and Mrs. Cruddas, Sevenoaks.

From the Consul General for the Netherlands we have received a copy of the 1920 edition of the Year Book of the Netherlands East Indies, compiled by the Sub-Department of Agriculture, Industry and Commerce at Buitenzorg, Java. It contains a mass of information and is beautifully illustrated.

The Stoke-on-Trent Labour Party have decided to oppose Colonel John Ward, M.P., at the next Parliamentary election. They are inviting Mr. Samuel Clowes, general secretary of the National Pottery Workers' Society, to be official candidate. Their action has been taken because of Colonel Ward's definite refusal to sign the Labour party ticket.

We are informed by the Canadian Pacific Ocean Services, Limited, that on account of quarantine, the s.s. Montevideo will not sail at noon on Tuesday next, August 17th. In explanation, it may be stated that on the day before the ship's arrival here a Chinese fireman died of cholera, and the authorities have placed the vessel in quarantine until Sunday.

Recruiting for the Wiltshire Regiment—the 1st Battalion of which is at Dublin, "the Irish front," and the 2nd Battalion at Hongkong—is very good in its own recruiting ground, which embraces all Wiltshire. It is the proud boast of the Wiltshires that they are one of the most territorial of regiments, the recruits having had very seldom to go out of Wiltshire for recruits. When the Great War broke out about 90 per cent. of the 1st and 2nd Battalions were "Wiltshire-born men."

The fortnightly whist drive of the R. N. Dockyard Recreation Club was held last evening, the prize winners being:—Ladies—1st, Mrs. Hodds (177); 2nd, Miss Hill (167); 3rd, Mrs. Lamerton (167); 4th, Mrs. Cheesley (157); Hidden No., Mrs. Phillips (158). Gents—1st, C. P. O. Jones (175); 2nd, Mr. Rhodes (174); 3rd, Mr. Sandford (173); 4th, Mr. T. Marsh (172); Hidden No., Mr. Lee (156). The duties of M.C. were capably fulfilled by Mr. Budden. It was announced that the next drive would be held on Wednesday, the 25th instant.

gatherings (when members could trip the light fantastic) that the proposal was made for constructing another floor above that which now holds the billiard table and the paraphernalia of the gymnasium. Of course, care had to be taken that the rules of the Club as a strictly recreation institution were not infringed, but fears were overcome when it was understood that other branches of recreation would not be interfered with by the proposed innovation. Members of the V.R.C. can now congratulate themselves that on the completion of the addition to the building, they will have one of the finest recreation Clubs in the Colony.

## ROSEMARY AND RUE.

(BY "TONY.")

## RETROSPECTION.

In spite of its drawbacks—wet weather, no franchise and other undesirable things—Hongkong has a glamour and charm which draws you back to her as no other mistress can do. People who have revelled her and metaphorically spat at her shores when leaving them experience an unaccountable loss as time goes on. Mental pictures of a gay and frolicsome past speed through your mind and you compare it with the rather sad existence you have spent since you left it. You review a phantasmagoria of Chinks, chairs and champagne, the gaily coloured frocks of dusky beauties promenading the streets, and can smell the well-remembered perfume with which they liberally scent themselves. You feel that even the miasma of the Chinese dens and side streets could be tolerated. You miss the most wonderful harbour in the world (despite the claims of Sydney people) with its conglomeration of craft and its beautiful setting. Peak and levels, island and sea, picnics, theatres, dances and lounges mingle with the thought of long iced drinks on hot days. These thoughts of the luxurious past, in countries where taxation absorbs your surplus wealth, have the same effect as a mirage on a thirsty traveller. And even though your limit in Hongkong may honestly be put at ten years, you are tempted to return and risk the Happy Valley—the chance to apply the adjective to your life without the use of the noun.

## THE BUBBLE.

Has this old world, with its chequered history, changed so very much in its ancient manners and customs as we like to believe? We have, it is true, clothed ourselves with the robe of culture and affected the cult of humanitarianism which could not withstand the prick of the knife of circumstance. For centuries and up to recent times we allowed ourselves to be educated by ecclesiastics, who demanded our obedience by their parrot-like catechisms in which we were exhorted to "order ourselves lowly and reverently to all our betters." We were taught to fear a merciless God of ferocity and to accept all that teaching without question and with implicit faith and obedience. Have we survived the predatory instincts of the Angles, the Jutes, the Saxons and Danes who invaded Britain and burnt and destroyed with fire and sword, or the desire for cruelty which has permeated religion through the ages? Before 1914 we had reached a stage of smug complacency, when portly persons and negligible Nonconformist ministers blandly assured us that religion had eliminated our worst human passions. Then with a sense of duty well and truly done, they turned to their tennis or tea parties, jumble sales or vestry meetings. When the blow fell and men were engaged in the cheerful pastime of obliterating each other, the churches stood helplessly by, powerless to assuage the awful agony of the convulsions of war. Their worthy teachings had disappeared, like a pricked bubble. Long suppressed primal passions were paramount, and our elegant apparel of culture fell from us like the rotten rags they were, displaying the nude instincts which had lain dormant so long. If we are to remain insensible to our savagery progenitors, then there must be a purer and sincerer form of the teachings of idealism, and the unsatisfactory jabberings of pragmatic persons must be superseded by a nobler and worthier spiritual system.

## COLOUR.

Colour is a wonderful thing. Have you ever thought how drab existence would be without it? The iridescence of a rainbow, the gorgeous floral display we pass so indifferently in Wyndham Street or the coloration of the butterflies fluttering in the foliage or in popular hotels, all serve to brighten existence although many people do not realise it because of its familiarity. Can you imagine what your sensations would be if everyone were clothed in black, or if nature suddenly presented her charms in white and nothing else? It would be irritating and maddening. And yet we take the wonderful gift of colour as a matter of course. Of much more

## LOCAL WEDDING.

CRISPIN—MARTIN.

The wedding took place at St. John's Cathedral, this morning, of Mr. C. R. Crispin, of the Hongkong and Whampoa Dock Company, and Mrs. E. A. Martin, widow of the late Mr. T. H. Martin, who was for many years Superintendent of the Registrar and Parcel branch of the Hongkong Post Office. The Rev. V. H. Copley Moyle officiated. The bride, who was given away by her eldest son (Mr. A. J. J. Martin) was attired in a grey voile dress, with picture hat to match. The bridesmaids, who wore white embroidered silk dresses and hats to match, were Miss Marjorie May Martin and Miss Joan Crispin. Mr. D. Neilson was "best man."

After the ceremony, a reception was held at the Hongkong Hotel, at which Mr. and Mrs. Crispin received the good wishes of their many friends.

importance is the shape of a

new tie or an ugly double-brimmed felt hat than is the hue of a Glory rose. The vagaries of senseless fashion create more enthusiasm than the opalescence of an early morning. Expensive artificiality presents greater attraction than the gifts of nature which cost us nothing. And therein lies the reason. We are untrue to ourselves.

## PIOSTIES AND PYRAMIDS.

From the point of view of utility the pigsty excels the pyramid, but because of that we should not perpetuate the pigsty as a monument however much the succulent bacon appeals to our gastronomical appetites. Jack London, in one of his rare works of philosophy, tells of the drift of the human race in search of food; nothing else matters so long as the stomach is filled. And so with our sense of appreciation, we look with greater pleasure on the mundane things of life because we live for materialism. We are only aesthetically inclined when we are replete with food. Most of us do not eat to live but live to eat. That is why the pigsty is of greater importance than the mellowed beauty of the wonderful pyramid.

## THE NEW PRIESTHOOD.

Throughout the ages mankind has been subjected to the ambitions and powers of a small body of men. And in no instance has it been so consistently illustrated as by the power of the priest. Superstition has been the flail with which whole nations have been subjugated. Most of us can look back to the time when the parson was a power in the land, and the Diety Himself was not spoken of with greater awe than an archbishop. But in the space of a few chaotic years the foundations of an unstable system were badly broken and tottered in a state of ruin. But always there are men of ambition ready to seize the reins of power from the nerveless grip of those who have failed. And in this case the lust for power is dreamed of by the leaders of Prohibition. It is to be feared that the cause of humanity is not the true aim of these captains of the Dry movement. They are actuated solely by ambition. Commencing with the prohibition of alcoholic liquors, they seek to burden the world with petty and tyrannical laws—to deprive the subject of his liberty of action. When this scheme is complete and the world is under the heel of Pussfoot, those little pleasures which help to make life bearable, will be banned by these mischief-makers. Smoking will come next in their agenda, horse-racing and the more innocuous forms of sport will be bludgeoned by Prohibition. Doubtless even kissing will be made a punishable offence (when the kissers can be caught). In fact there is reason to believe that it will be a crime to smile and a hearty laugh a capital offence. One is apt to look upon these "Wowsers" with a kind of pitying contempt; but, make no mistake, they are in deadly earnest, and with their specious arguments and phony foot tactics, they are a menace to all the free and easy customs which we enjoy so much. Pussfoot needs the firm hand of correction. His faline cunning should be met with vigorous action. Metaphorically, he should have a tin can tied to his tail and be sent ignominiously squealing to the place from whence he came, followed by contempt and derision.

## TO-DAY'S MISCELLANY.

After Mr. Shimidzu's sensational defeat of Mr. Andre Gobert at Wimbledon, the Japanese champion was apparently quite unaffected by his long game of five sets. Mr. Shimidzu said that he has played twenty sets in one day in Calcutta! All the refreshment he took at Wimbledon was a glass of water, which he carried to the centre court with grave care. He attributes his swiftness on foot partly to the jujitsu practice which he has had from his youth.

The interest aroused by the spectacle of a one-armed player at Wimbledon recalls the great feats by a lady player similarly handicapped. Miss Hilda Hitchings, who was born with only a left arm, succeeded in winning many championships, notably those of Paumotu, in New Zealand, in the Singles and Ladies Doubles in 1915. Miss Hitchings, who is at present living in London, still plays a fine game, and is quite likely to be seen in some of the tournaments this summer.

The Stars and Stripes flown at the opening of the Democratic Convention at San Francisco, and to be "the largest in the country," was probably the flag specially made for the San Francisco Exhibition of 1915. This huge piece of bunting measured 46ft. by 23ft., and had a superficial area of 1,058 square feet. It floated from the top of a staff of Oregon fir 22ft. above the ground, 7ft. higher, than the giant flagstaff from British Columbia recently erected in Kaw Gardens. A full-size Union Jack, the dimensions of which are 15ft. by 7½ft., is only about one-tenth the size of this huge American flag.

This is not the first time in its long history that Westminster Abbey has had to send out an S.O.S. At the beginning of the nineteenth century the exterior was in such a sad state of decay that in 1806 a memorial on the subject was addressed to the Lords of the Treasury. This petition was immediately referred to a "Committee of Taste," in consequence of whose report it was laid before the House of Commons, and an emergency grant of £2,000 was at once made. A good deal of labour was procurable for £2,000 in those days. Subsequently sums amounting to more than £42,000 were granted by Parliament. Much money has, of course, been spent on the fabric ever since that time.

It seems that those who thought that Scotland had an opportunity of going "dry" this year under the Temperance Act of 1913 are labouring under a delusion. Even if the ballot in any area approves the most extreme course provided by the Act, it will have a comparatively mild effect compared with Prohibition. The wholesale trade is allowed to go on pretty much as before. Hotels, inns and clubs will still be allowed to sell liquor to their guests or anyone taking a meal on their premises. With a doctor's order liquor may be bought at a chemist's. Restaurants may provide spirits, wine, or beer with meals, and the private consumer, provided he buys not less than two gallons at a time will not be interfered with.

With a splendid enthusiasm which ensures its success, the appeal of the Dean of Westminster has been taken up in almost every quarter. But the cry of "The Abbey in Danger" should not be allowed to alarm the public that necessarily lacks technical knowledge. Our priceless heritage is not going to collapse as did the spire of Chichester Cathedral, or the Campanile at Venice. Nor is it threatened as have been, within recent years, St. Paul's and the Cathedrals of Winchester and Salisbury. The foundations of the Abbey are happily sound. But the wicked London atmosphere is for ever playing the dickens with all our great buildings. The moment money is short and the hand of the repairer is stayed, in that instant the London atmosphere—hand in hand, of course, with Father Time—gains the ascendancy. That is what is the matter with Westminster Abbey. The money asked for is none too much, if all those concerned in preserving this England's most valuable possession are to be made easy in their minds.



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## MOTOR TIPS.

## A FEW THINGS TO KNOW.

To keep your automobile in good condition, the following things should be attended to regularly:

1. Storage battery inspected every two weeks.
2. Grease cups turned up every 1000 miles.
3. Springs oiled weekly.
4. Oil and gasoline connections inspected weekly.
5. Crank case drained and washed out every 500 miles.
6. Universal joints packed with grease every 1000 miles.
7. Differential and transmission packed with grease or oil every 1000 miles.
8. Spark plugs cleaned every 1000 miles.
9. Carbon removed from cylinders twice a year.
10. Valves ground every 5000 miles.
11. New piston rings every 18 months.
12. Wheels aligned once a month.
13. Wheel bearings inspected monthly.
14. Carburettor cleaned monthly.
15. Self-starter inspected monthly.
16. Steering wheels and knuckles inspected weekly.
17. Brakes tested and equalized monthly.

## TO REPAIR RADIATOR.

In case of a leak in a honeycomb radiator, get a bolt longer than the depth of the radiator and fine enough to go through the hole in the honeycomb. Put it where the leak is, place a rubber washer on each end and a steel washer over these and tighten the nut on the bolt tight enough to stop the leak.

## KEEP SPRING CLIPS TIGHT.

If any of your springs give way at the centre bolt hole, it is because the spring clips were not tight. Dealers and manufacturers will not replace springs broken at this point for this reason. The safe way is to draw the nuts up as close as possible with a wrench big enough to make certain of their being tight. The clips should be watched and tightened often.

## GETTING OUT OF A RUT.

When a rear wheel is in a mud hole so that it spins, apply the emergency brake gently. This will give enough resistance to the spinning wheel to let the other wheel pull the car out. The decrease in engine speed because of the brake pressure can be made up by opening the throttle a little.

## REMOVING SPARK PLUG.

When the spark plug gets rusty and won't come off, build a shallow dam of putty around the top and fill it with kerosene. Let the kerosene soak in for 12 hours. This will loosen the rust and the plug can be unscrewed.

## A RADIATOR FILLER.

Fit a faucet to the bottom of a pail and use this device to fill the radiator. It can rest on the hood while the radiator is being filled. This eliminates considerable bother and work in filling the radiator.

## TO STOP BRAKE SQUEAKS.

To eliminate squeaks in the brake system, remove the wheel and band and cut out a short bit of lining between the rivets under the anchor. The lining will hold just as firmly as before.

## WHERE WATER JACKET CRACKS.

A mechanically inclined motorist can do his own mending on a cracked water jacket by this method: Drill a small hole at each end of the crack and tap it for a small copper plug. Scrape the surfaces near the crack until the metal is bright. Cover the crack with soft copper filings and melt them in with a blow torch. Use a flux of resin dissolved in alcohol.

## MAKING A DEAD HEART BEAT.

## NEW WONDER OF RADIUM.

Thirty years ago a wise physician walked the wards of a London hospital and devoted hours which others spent in bed finding out why tadpoles and such things quickly die in pure distilled water and live in ordinary tap water. Some people thought Sidney Ringer wasted his time over discovering that it was the traces of mineral salts in tap water which made all the difference.

It was shown by Ringer that the heart cut out from a frog could be kept alive and vigorously beating for several days so long as it was washed with a gentle stream of water containing a little sodium chloride (common salt), together with a trace of potassium chloride, in just the right amount. Since then the heart taken from a child dead of pneumonia has been revived and made to beat again.

Recently (writes a Professor of Medicine in the *Daily Mail*) fresh interest has been given to Ringer's work, for a Dutch physiologist named Zwaardemaker has proved that the place of the potassium salt in Ringer's solution can be taken by radium or any other radio-active element suitably graded in strength. It need not be added to the water solution of the other two salts, it suffices to hang up an excessively minute quantity of the radium salt near the excited frog's heart. The heart, irrigated with the solution of the other two salts, beats when the radium is brought near. It stops beating when the radium is taken away.

The atoms of radio-active elements have been compared to volcanoes of infinite smallness, shooting out stone and ashes. The stones are alpha rays—particles carrying a positive electric charge; the ashes beta rays—particles carrying a negative electric charge. Bombardment with either kind of rays keeps the heart beating, but the two together may have no effect, being of opposite electric charge. Zwaardemaker's discovery brings to fruition that of Ringer, and opens up for biologists and physicians new ideas and fields of research.

## "RELIGIOUS SING-SONGS."

## PASTOR AND CHURCH MUSIC-HALL SELECTIONS.

Service will commence by the rendering of that deeply emotional and soul-stirring melody, "Tip-tiddy-i-ay" and will be concluded by the singing of that most popular refrain of the Tottenham Hotspur football ground, "Till we meet again."

The Rev. J. H. Robinson, pastor, preaching in Snells Park Congregational Church, Tottenham, expressed the fear that in the near future some such paragraph as the above may be inserted in the Press announcements of Sunday services.

He said he always read the column of such advertisements, and found them at times very illuminating, at times terribly pathetic, if not tragical. Did people go to church to worship or for amusement?

"We find music from the various operas, solos from the most up-to-date concert numbers, and religious sing-songs of the most approved type."

"Is the Church so bankrupt of sacred music that she has to supply the deficiency from the repertoire of the music-halls? Has it come to this—that in order to attract people the Church must run 'shows' and miniature theatres?"

"Has not the time come for calling a halt?"

## TENNIS WITH TEARS.

## DOMESTIC PROBLEMS OF THE BOOM.

Edgar Rowan writes in the *Daily Chronicle*:—"This lawn-tennis business is getting very serious," said my neighbour.

I had guessed that something was wrong. He used to lean on the fence and jeer at my gardening efforts. But of late he has given them a sad and wistful smile. Things got so bad that one day I pointed to my very worst cabbage, and asked if he could beat that. I thought it would lure him on to a little boasting, and cheer him up. But he ignored the opening, and said he took no further interest in gardening. So I now waited to hear the rest of the story.

"Until a few weeks ago," he continued, "I hadn't had a tennis racket in my hands for ten years. And then I was only holding it for a friend while he peeled out of his sweater. But my wife—you've noticed my wife?" he asked in parenthesis, with a catch in his voice.

"Oh, well, old man, it takes all sorts to make a world," I suggested, by way of comfort. What on earth could I say?

## A WIFE'S ENTHUSIASM.

"Well, my wife, it appears—these things are sort of sprung on you after marriage—my wife is a lawn tennis enthusiast, and has played a lot. She gave it up the first year after our marriage—just as one gives up smoking in the drawing room for a time, or reading the paper all through breakfast—but this year's boom has brought it all on again, poor soul. And after all, she's my wife."

"Oh, rather," I said hastily. You never know what a desperate and disillusioned man will do. Besides, I have a wife of my own. "For better or for worse, and all that sort of thing," I added, groping around what I am pleased to call my mind for a word of comfort.

He looked nervously towards the house. "I don't think she can be back from the shops yet," he said. "When she does come I have to go out with her for a couple of sets before lunch."

## SPOILING HOME DISCIPLINE.

"It wouldn't matter so much if I sometimes won, or even if now and then I nearly won. But she takes me down there every morning and gives me a thorough thrashing. It's not the mere beating that I mind, but the effect in the home is simply disastrous. All discipline is gone."

"She used to look up to me, and I sometimes thought I was getting her to appreciate the tremendous advantage it gave her over all other women to associate with a Mind and an Intellect. I used to say to her—but you know how one tries to make a woman live up to her privileges."

I nodded sadly and sympathetically. I had fancied I was building up a reputation for Mind and Intellect, and I used to think that my wife had a little thrill of pride when she said "my husband" to her friends. Then one day I tried to distemper the scullery, and I have been "poor, dear, funny old Edgar" ever since.

## KEEPING IN TRAINING.

"So you will quite understand," continued that melancholy voice from the fence, "that when a man is taken out and beaten at tennis every morning by his wife he has some difficulty in keeping up his position in the home all the rest of the day. We had been married a year in March, and I was just beginning to smoke in the drawing-room and go upstairs in my boots. Now I am allowed one pipe after each meal—not more, because it will spoil my wind or my heart or my sight, or something or other for tennis—and that pipe I must smoke in my den. And I mustn't do any more gardening, because digging makes a man slow on the court, and is a sad waste of time."

"Those leisure moments which I used to devote quite voluntarily to improving my wife's mind, by explaining matters on which the newspapers were silent or misleading, and by telling her in simple words all about my ideas, I now have to give up to what is, I believe, called 'grass barbering.'"

## ROLLERS AND TEXT BOOKS.

"You see, we play on the court in my friend Wise's garden. If there's been a shower of rain my wife rings up his wife and says, 'The court could do with a rolling, couldn't it? I'll lend you my husband to do it.' And then I'm told to trot off—with a sort of implied hint that I'm not to pick flowers, or gossip with errand

## DAIRY FARM NEWS.

## New Shipment of FROZEN SMOKED FISH

Selected Fillets - 60 cents per lb.  
Finnan Haddocks - 50 " " "  
Selected Kippers - 40 " " "  
Red Herrings - 30 " " "

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A PHILIPS LAMP IS A PERMANENT ECONOMY

SOLE AGENTS

Holland-China Trading Co. Hong Kong

## "IDEAL" THE CREAM SUBSTITUTE MAKES



## IDEAL ICE CREAM

PUDDINGS, DRESSINGS, Etc.

PACKED BY NESTLÉ'S

OBTAINABLE FROM LANE, CRAWFORD & CO., 25 cts. per tin.

boys on the way—and drag a heavy roller about for an hour. Have you ever really hated a roller, and wished it had blood that you could spill?

"I went up to town the other day and bought all the books on how to play tennis that I could get. That was what the motor lorry was bringing the other afternoon. I read and read those wretched books, and stick diagrams on the wall of my den and go through the motions with a racket. I've figured out that if I stick to it for a year or two I may beat my wife one day, and then life will be a little easier, and I shall restore some of the old discipline and respect."

"But swinging a racket in a room is very risky. It makes such dents in the walls and ceiling. I tried to plug up some of holes with tooth paste the other evening, but the ceiling doesn't look the same. How was I to notice that in the dusk I'd picked up a tube of pink tooth paste from the bath room shelf?"

"Coming, dear! Coming!" he cried, as a voice sounded from the house. He gave me one pitiful glance that made my heart ache, and was gone.

## ANOTHER BIG SHIPPING DEAL

It is reported at Cardiff that a shipping deal, involving about a million sterling, has been made, by which the fleet of ten steamers of F. B. Osellow and Sons, of Truro and London, are sold to Mr. Frank Shearman, managing director of the Mount Stuart Dry Dock Company. The vessels aggregate nearly 33,000 tons, and average about 14 years old.

## NOTICES

## J. T. SHAW

PYRAMID HANDKERCHIEFS  
NEW STOCKS

— JUST RECEIVED —

— IN —

PLAIN WHITE —

— ALSO —

COLOURED BORDERS.

LINEN HANDKERCHIEFS  
IN ALL QUALITIES.

## J. T. SHAW

SPECIALIST IN MEN'S WEAR.

TEL. 692

NEXT DOOR HONGKONG HOTEL.

## Powell

TELEPHONE 346

## HIGH CLASS GENT'S OUTFITTERS

## Shirts and Pyjamas

A CHOICE ASSORTMENT IN

A VARIETY OF MATERIALS

## Ties Ties

BATSWING—FOUR-IN-HAND

A LARGE SELECTION

ALWAYS SHOWING.

## WASHING BOW TIES.

## ON SPECIAL SALE

COLUMBIA RECORDS.

C 1244 { "SMILES".....Fox Trot.  
"MISSOURI".....Waltz.

A 2758 { The "VAMP".....One Step.  
"Behind your Silken Veil".....Fox Trot.

## THE ANDERSON MUSIC CO., LTD.

(THE COLUMBIA SHOP.)

## GOLDEN GUINEA

SPARKLING MUSCATEL

## SPARKLING RED BURGUNDY

## CALDBECK, MACGREGOR &amp; CO., LTD.

15, Queen's Road Central

(Telephone No. 78.)

SOLE AGENTS

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(INC. IN JAPAN)

## NEW PATENTED INVENTION:

Flexible, Unbreakable and Beautiful

## SILK GLASS

Replaces Ordinary Glass in all purposes.

SAMPLE ON APPLICATION TO

THE FUJI TRADING CO., LTD.

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PACIFIC SHIPPING.

**CP O S**

**HONGKONG TO VANCOUVER**

Steamers	From Hongkong	Due Vancouver
Monteagle	Aug. 12	Sept. 5
Empress of Russia	Aug. 25	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Empress of Russia	Oct. 21	Nov. 8
Monteagle	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 15	Jan. 3
Monteagle	Dec. 31	Jan. 24

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far as possible, their departure from the Orient. Through connections up the Atlantic are as convenient as in the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Freight and cargo orders covering all such routes, London and Liverpool. Passage orders covering all such routes will be issued here.

For fares and other information, please apply to **HONGKONG OFFICE.**

Cable address: CANADIAN PACIFIC OCEAN SERVICES.

PACIFIC SHIPPING.

**PACIFIC MAIL S.S. CO.**

U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS  
"ECUADOR," "VENEZUELA" & "COLOMBIA"  
HONGKONG TO SAN FRANCISCO  
Via Shanghai, Kobe, Yokohama & Honolulu.  
THE SUNSHINE BELT

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.  
SAILINGS FROM HONGKONG AT NOON.

ALSO

The following U. S. Shipping Board vessels

**HONGKONG-CALCUTTA SERVICE.**

Cargo accepted on through Bills of Lading to all Ports in the United States and Canada, also through Bills of Lading issued to Baltimore, Havana, Central and South American Ports.

For further information apply to—

**PACIFIC MAIL S.S. CO.**

Hotel Mansions,

TELEPHONE 141.

Cable Address "SOLANO."

PACIFIC SHIPPING.

**DOLLAR LINE**

SAILINGS FROM HONGKONG FOR  
NEW YORK VIA PANAMA.

STEAMERS SAILING DATE  
"GRACE DOLLAR" ... AUG. 15TH.

FOR VANCOUVER.

"MELVILLE DOLLAR" ... SEPT. 17TH.  
"HAROLD DOLLAR" ... OCT. 9TH.

Through Bills of Lading issued to all parts of United States or Canada.

"Movements subject to change without notice."

For particulars for freight apply to—

**THE ROBERT DOLLAR CO.**

GENERAL POST OFFICE BUILDING TEL. 795.  
THIRD FLOOR 792.

SAILING DATES.

EUROPE, U.S.A., ETC.

Tokyo M. T. K. K.	Aug. 12
Monteagle	Aug. 12
West Iran	Aug. 12
West Montop L. A. Co.	Aug. 12
West Cadron R. D. Co.	Aug. 12
Panang M. N. Y. K.	Aug. 13
Alcinona	Aug. 14
West India	Aug. 14
Toyohashi M. N. Y. K.	Aug. 15
Saucon	Aug. 15
West Campaw P. S. Co.	Aug. 15
Grace D. R. D. Co.	Aug. 15
Greenland	Aug. 15
Lahore	Aug. 16
Onfah	Aug. 16
Irtion	Aug. 19
Takada	Aug. 17
Eastern	Aug. 17
Van Waewyck J. C. J. L.	Aug. 17
Cadaretta	Aug. 18
Aki M.	Aug. 19
Nanting	Aug. 19
C. of Spokane	Aug. 19
Tonshin M. N. Y. K.	Aug. 20
Shidzuka M. N. Y. K.	Aug. 20
Bellerophon	Aug. 20
Africa M. O. S. K.	Aug. 20
Kalyan	Aug. 20
Coastal	Aug. 22
Prometheus	Aug. 22
Bellerophon	Aug. 22
West Hika	Aug. 23
Delight	Aug. 23
Akita M.	Aug. 23
E. of Russia C. P. O. S.	Aug. 23
Nile	Aug. 23
West Ison	Aug. 23
Kanagawa M. N. Y. K.	Aug. 30
T. ba	Sept. 6
Shioyo M. T. K. K.	Sept. 6
Ningchow	Sept. 6
Alps M.	Sept. 7
Talhythius	Sept. 7
Chicago M. O. S. K.	Sept. 9
Kansas	Sept. 10
Birmingham	Sept. 10
Fushimi M. N. Y. K.	Sept. 11
Egmont C. D. N. Co.	Sept. 12
Brave Coeur	Sept. 14
Vinita	Sept. 15
Easterling	Sept. 15
Cape May	Sept. 15
Deuel	Sept. 15
Melville D. R. D. Co.	Sept. 17

JAPAN, COAST PORTS, ETC.

Takung	Aug. 11
Sosho M.	Aug. 12
Sunning	Aug. 12
Yokohama M. N. Y. K.	Aug. 12
Plassy	Aug. 12
Ningpo	Aug. 12
Haihong	Aug. 13
Penang M. N. Y. K.	Aug. 13
Yuenang	Aug. 13
Taian M.	Aug. 14
Yingchow	Aug. 14
Dunera	Aug. 14
Hopsang	Aug. 15
Huichow	Aug. 15
Japan	Aug. 16
Haiyang	Aug. 16
Haiching	Aug. 17
Hangsang	Aug. 17
Chinhu	Aug. 17
Szechuen	Aug. 17
Loksang	Aug. 17
Laisang	Aug. 18
Nagato M.	Aug. 18
Tileboet	Aug. 19
Sinkiang	Aug. 19
Luxon M.	Aug. 20
Tjikembang	Aug. 20
Hailoong	Aug. 20
Tango M.	Aug. 21
Easton	Aug. 21
Tangshing	Aug. 29
Tjisondan	Aug. 31
Shisen M.	Sept. 1

**T. K. K. TOYO KISEN KAISHA**

HONGKONG TO SAN FRANCISCO.  
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.  
"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
TENYO MARU	22,000	Aug. 12th
SHINYO MARU	22,000	Sept. 6th
PERSIA MARU	9,000	Sept. 17th
KOREA MARU	20,000	Sept. 30th
SIBERIA MARU	20,000	Oct. 12th

SOUTH AMERICAN LINE.  
HONGKONG TO VALPARAISO.  
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO,  
SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO,  
MOLLEND, ARICA & IQUIQUE.

STEAMERS	TONS	LEAVE HONGKONG
ANYO MARU	18,500	Sept. 9th
SEIYO MARU	14,000	Nov. 9th

For full information regarding passengers, freight, and sailings apply to—

Y. TSUTSUMI, Manager.  
King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:  
Messrs. T. E. GRIFFITHS, LTD.

**CHINA MAIL S.S. CO. LTD.**

FREIGHT AND PASSENGERS.  
"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR  
**SAN FRANCISCO**

VIA SHANGHAI, JAPAN PORTS & HONOLULU.  
"NANKING" "NILE" "CHINA"  
August 19th. August 23th. Sept. 24th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.  
Prince's Buildings, Ice House Street.  
Telephone, Passenger Dept. 1934.  
Telephone, Freight Dept. & Agent 2151.

**STRUTHERS & DIXON, INC.**

Operating Far Eastern services or account of the  
UNITED STATES SHIPPING BOARD.  
ALSO  
Amalgamated with  
COSMOPOLITAN SHIPPING CO. GREEN STAR LINE.  
NEW YORK. NEW YORK.  
Operating Baltimore via Panama Service to the Far East.

To SEATTLE.	
"WEST IVIS"	13th August.
"WEST ISON"	29th August.
"DEUEL"	16th September.
To BALTIMORE.	
"GREENLAND"	16th August.
To SAN FRANCISCO.	
"BRAVE COEUR"	14th September.
"WEST HIMROD"	24th September.

Through Bills of Lading issued to all U.S. and Canadian Overland Common Points.

HONGKONG OFFICE—1st floor Powell's Building, 12, Des Voeux Rd., Tel. 3009.

**PRINCE LINE FAR EAST SERVICE.**

For New York.

"CELTIC PRINCE" VIA SUEZ CANAL. Early October.  
Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at Owners option.

For freight and further particulars, apply to  
**SHEWAN TOMES & CO.**  
Agents.



**TRANS-PACIFIC FREIGHT SERVICE.**  
Operating the following U. S. Shipping Board Steamers.  
For SEATTLE, TACOMA, VICTORIA, VANCOUVER.  
(Calling at Shanghai and Kobe.) About Aug. 19  
"CITY OF SPOKANE"  
For PORTLAND direct.  
(Calling at Shanghai and Kobe.) About Aug. 22nd  
"COXLEY"  
For SAN FRANCISCO and SEATTLE.  
(Calling at Shanghai and Kobe.) About Aug. 11th.  
"ELKTON"  
Through Bills of Lading issued to OVERLAND COMMON POINTS.  
FOR FREIGHT AND PARTICULARS APPLY TO  
**THE ADMIRAL LINE**  
Telephones 2477 & 2478 5th Floor, Hotel Mansions

**SERVICE TO UNITED STATES.**

NEW YORK and/or BOSTON  
Via PANAMA.

S.S. "SATSUMA"

ABOUT AUGUST 15TH.

S.S. "CAPE MAY"

ABOUT SEPTEMBER 15TH.

For freight space and particulars apply to—  
**BARBER STEAMSHIP LINES INC.,**

**THE ADMIRAL LINE**

AGENTS.

Telephones 2477 & 2478 5th floor Hotel Mansions.

**LOS ANGELES PACIFIC NAVIGATION CO.**

TRANS PACIFIC FREIGHT SERVICE.  
HONGKONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. WEST MONTOP	Aug. 1	S.S. WEST MONTOP	Aug. 12
S.S. WEST HIKA	Aug. 23	S.S. WEST HIKA	Aug. 25
S.S. VINITA	Sept. 12	S.S. VINITA	Sept. 15
S.S. WEST HIXTON	Oct. 7	S.S. WEST HIXTON	Oct. 10

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.  
Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICES: LOS ANGELES, CALIF.  
BRANCH OFFICE: Kobe, Shanghai, Manila, Singapore.  
HONGKONG OFFICE: Prince's Building, Chater Road, Telephone No. 1062.  
CHAS. E. RICHARDSON, General Agent for South China.

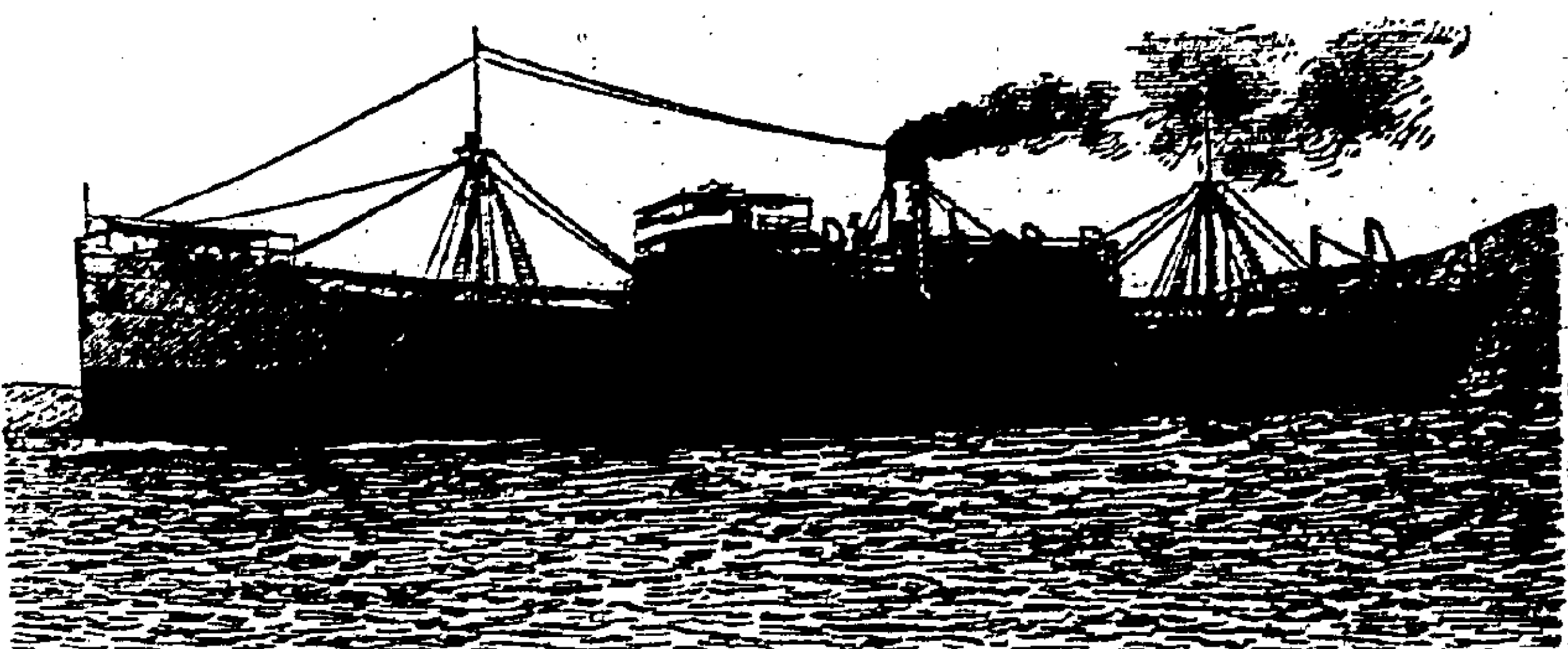
**THE HONGKONG & WHAMPOA DOCK CO., LTD.**

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition;

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Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.  
Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engine by The Hongkong & Whampoa Dock Co., Ltd.,  
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.S.C. M.I.N.A. KOWLOON DOCK, HONGKONG



Shipping to Europe, Australia, and other Ports.

**P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.**

(COMPANIES incorporated in ENGLAND)

TO STRAITS &amp; BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR &amp; ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
DUNERA	5,400	14 Aug. 4 p.m.	Spain, Colombo & B'way.
LAHORE (Cargo)	5,200	16th Aug.	Marseilles, London and Antwerp.
KALYAN	9,000	20th Aug.	

BRITISH INDIA-APCAR SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
TAKADA	7,000	17th Aug.	Calcutta via Singapore, Penang & Rangoon.

EASTERN &amp; AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
EASTERN	4,000	17th Aug.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne.

SAILINGS TO SHANGHAI &amp; JAPAN.

S.S.	Tons	From Hongkong (about)	Destination
JAPAN	6,100	18th Aug.	Shanghai & Japan.

WIRELESS ON ALL STEAMERS.

Passage Messages not more than 21 days in advance will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE &amp; CO.

Agents.

**N. Y. K.****NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE &amp; VICTORIA via Keelung, Shanghai &amp; Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee &amp; St. Paul Railways.

TOYOHASHI MARU (Calling Manila) Sun. 15th Aug. at 11 a.m.

KASHIMA MARU (Calling Manila) Mon. 16th Aug. at 11 a.m.

FUSHIMI MARU ... Saturday, 14th Sept. at 11 a.m.

LONDON &amp; ANTWERP via Singapore, Penang, Colombo, Suez Port Said &amp; Marseilles.

SHIDZUKA MARU ... Thursday, 26th Aug. at noon.

YOKOHAMA MARU ... Friday, 17th Sept. at noon.

HAMBURG, LONDON &amp; ANTWERP via Singapore, Colombo, Suez and Port Said.

MARSEILLES &amp; LIVERPOOL via Suez, Cebu, Suez &amp; Port Said.

KANAGAWA MARU ... Friday, 20th August.

SYDNEY &amp; MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville &amp; Brisbane.

AKI MARU ... Thursday, 19th Aug. at 11 a.m.

TANGO MARU ... Wednesday, 22nd Sept. at 11 a.m.

NEW YORK via Suez Canal.

AKITA MARU ... Wednesday, 25th August.

SOUTH AMERICAN PORTS via Suez, Rangoon, Calcutta &amp; Cape.

PENANG MARU ... Friday, 13th August.

BOMBAY &amp; COLOMBO via Singapore.

TENSHIN MARU ... Friday, 20th August.

CALCUTTA &amp; RANGOON via Singapore &amp; Penang.

PENANG MARU ... Friday, 13th August.

JAPAN PORTS—Nagasaki, Kobe &amp; Yokohama.

TANGO MARU ... Friday, 20th Aug. at 11 a.m.

SHANGHAI, KOBE &amp; YOKOHAMA.

YOKOHAMA MARU ... Thursday, 12th Aug. at 11 a.m.

TAIYAN MARU ... Thursday, 12th Aug. at 11 a.m.

NAGATO MARU ... Wednesday, 18th Aug.

For further information apply to—

NIPPON YUSEN KAISHA.

Telephone Nos. 292 &amp; 293. S. YASUDA, Manager.

**JAVA-CHINA-JAPAN LIJN.**

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Haiyang	Java	in port	16th Aug.	Java.
Tjileboet	Java	14th Aug.	19th Aug.	Yokohama.
Tjikembang	Japan	16th Aug.	20th Aug.	Java.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjibondari	Java	27th Aug.	31st Aug.	Sri Padoes.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

**O. S. K.****OSAKA SHOSHEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION. LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG—Monthly direct service via Singapore and Port Said.

"ALPS MARU" (Call Marseilles) 25th September.

"ATLAS MARU" ... 25th September.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"CHICAGO MARU" ... Thursday, 9th September.

"CANADA MARU" ... 2nd November.

BOMBAY &amp; COLOMBO—Regular fortnightly service via Singapore.

"SIAM MARU" ... Monday, 23rd Aug.

"LUZON MARU" ... Tuesday, 24th Aug.

SAIGON, BANGKOK, &amp; SINGAPORE—Regular Monthly Service.

"SHISEN MARU" ... Wednesday, 1st Sept.

SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KUNAJUNI MARU" ... Friday, 25th Sept.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago MILWAUKEE &amp; ST. PAUL RAILWAY.

"AFRICA MARU" ... 20th August.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

"HONOLULU MARU" ... Thursday, 9th Sept.

JAPAN PORTS—Mojji, Kobe, Yokkaichi &amp; Yokohama.

"MADRAS MARU" ... Monday, 30th Aug.

NEW ORLEANS.

"BORNEO MARU" ... Wednesday, 1st Sept.

KEELUNG via SWATOW &amp; AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"AMAKUSA MARU" ... Sunday, 15th Aug.

TAKAO via SWATOW &amp; AMOY.

"SOSHU MARU" ... Thursday, 12th August.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

No. 1, Queen's Building.

Tel. No. 744 and 745.

**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES &amp; AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
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This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield &amp; Swire.

Telephone No. 36. Agents.

**"ELLERMAN" LINE.**

(ELLERMAN &amp; BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA &amp; STRAITS

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
LONDON	"KANSAI"	10th Sept.
LONDON	"SAZU"	20th Sept.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

or to REISS &amp; Co, Canton

THE BANK LINE, LTD.,

General Agents.

**DODWELL & CO., LTD.**

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

NEW YORK VIA PANAMA CANAL.

S.S. "EGREMONT CASTLE"

Sailing on or about 12th September.

LLOYD TRIESTINO.

FOR SHANGHAI &amp; JAPAN.

S.S. "HUNGARIA" ... Sailing on or about 31st August.

BRINDISI, VENICE &amp; TRIESTE.

TAKING CARGO ON THROUGH BILLING TO LEVANT, BLACK SEA &amp; DANUBE PORTS

VIA SINGAPORE, PENANG &amp; COLOMBO.

S.S. "PILSNA" ... Sailing on or about 11th Aug. at d'light.

S.S. "INNSBRUCK" ... Sailing on or about 6th September.

S.S. "HUNGARIA" ... Sailing on or about 31d October.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG &amp; JAVA.

For JAVA, S.S. "BORNEO M." ... sailing on or about 29th Aug.

S.S. "HOKUTO M." ... sailing on or about 14th Sept.

S.S. "SAMARANG M." ... sailing on or about 5th Oct.

For JAPAN, S.S. "HOKUTO M." ... sailing on or about 14th Aug.

S.S. "SAMARANG M." ... sailing on or about 27th Aug.

S.S. "RIOJUN M." ... sailing on or about 14th Sept.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

**NATAL LINE OF STEAMERS.**

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apex Lines, connecting with S.S. "UMONA" sailing from CALCUTTA on or about 30th August.

For Freight or Passage on any of the above Lines apply to—

DODWELL &amp; CO., LTD. Agents.

COASTAL SHIPPING.

**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
MANILA	Vuensang	Fri. 13th Aug. at 3 p.m.
SHANGHAI	Hopsang	Sun. 15th Aug. at d'light.
SHANGHAI	Hopsang	Tues. 17th Aug. at d'light.
STRAITS & Calcutta	Laksang	Wed. 18th Aug. at 3 p.m.
HAIPHONG via Hoibow	Laksang	Tues. 17th Aug. at d'light.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light &amp; Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passengers accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoibow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE—A regular service is run from March to November between Hongkong &amp; Tientsin calling at Weihaiwei &amp; Chefoo.

**CALCUTTA LINE.**

S.S. "LAISANG" will be despatched on 18th August, at 3 p.m. for SINGAPORE, PENANG &amp; CALCUTTA.

Through Bills of Lading issued to

RANGOON, PORTSWETENHAM &amp; MADRAS.

For Freight or Passage apply to—

JARDINE MATHESON &amp; CO., LTD.

General Managers.

Telephone No. 215.

**C. N. C.**

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
NEWCHWANG	Kasheng	13th Aug. at d'light.
SHANGHAI & TSINGTAO	Yingchow	14th Aug. at 4 p.m.
WEIHAIWEI, CHEFOO and TIENTSIN	Whichow	15th Aug. at d'light.
AMOY, SHAI & PUKOW	Szechuen	17th Aug. at 10 a.m.
SWATOW & BANGKOK	Chinhua	17th Aug. at noon.
SHANGHAI	Sinkiang	19th Aug. at noon.
SHANGHAI & TSINGTAO	Chenan	21st Aug. at 4 p.m.
MANILA, CEBU & ILOILO	Taming	24th Aug. at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Hongkong via S'ow.

For Freight or Passage apply to

BUTTERFIELD &amp; SWIRE.

Telephone No. 36.

Hongkong Aug. 12, 1920.

**DOUGLAS STEAMSHIP CO., LD.**

HONGKONG &amp; SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN. (Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haihong	W. C. Passmore	FRI. 13th Aug. at 2 p.m.
Haijing	A. H. Stewart	TUES. 17th Aug. at 2 p.m.
Hailong	J. S. Thomson	FRI. 20th Aug. at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik &amp; Co.,

General Managers.

PACIFIC SHIPPING.

**NEW YORK DIRECT.**

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. &amp; China Mutual S. S. Co., Ltd.)

AMERICAN &amp; MANCHURIAN LINE

(Ellerman &amp; Bucknall S. S. Co., Ltd.)

Sailings from Hongkong	via Suez	6th Sept.
"WINGHONG"	via Suez	10th Sept.
"BIRMINGHAM CITY"	via Suez	20th Sept.
"CITY OF DUNKIRK"	via Suez	20th Sept.

Calls also at Boston.

Passengers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD &amp; SWIRE or THE BANK LINE, LD. HONGKONG.

SHIPPING:

VESSELS ARRIVED.

The HAIHONG from Foochow and Swatow brought yesterday 500 tons of tea for Hongkong. She carried 150 deck passengers. Mooring Douglas Wharf.

From Kobe and Shanghai the GLENTARA came in yesterday with 3,123 tons of general merchandise for through ports. Mooring A I.

The GLENARIFFE arrived this morning from Grimsby with 350 tons for Hongkong and 6,000 tons for the North.

From Miki the S. S. HIRADO MARU, whose local agents are the M.B.K., arrived yesterday with 1,924 tons of coal for Hongkong. Mooring C 33.

Coal was also delivered here yesterday by the O. S. K.'s AMAKUSA MARU (1,100 tons) from Keelung. Mooring O.S.K. Wharf.

The N.Y.K.'s YOKOHAMA M. consigned here yesterday 993 tons for Hongkong from Singapore.

The CADARELLA, consigned to the Robert Dollar Co., brought this morning 2,000 tons for Hongkong from Singapore. Mooring C 43.

**MOVEMENTS OF STEAMERS.**

The S.S. MENTOR (Blue Funnel Line) left Liverpool on 17th inst. for Hongkong and is due here on 22nd August.

The N.Y.K. S.S. TAIAN M. (Bombay Line) left Bombay for this port on the 25th July and is expected here on the 13th Aug.

The N.Y.K. S.S. DAKAR M. (Hamburg Line) left Rotterdam for this port via Suez on the 21st July and is expected here on the 5th Sept.

The S.S. KNIGHT OF THE GARTER (Blue Funnel Line) left Liverpool on 24th inst. for Hongkong and is due here on 1st September.

The N.Y.K. S.S. TANGO M. (Australian Line) left Sydney for this port via Thursday Island &amp; Manila on the 30th July and is expected here on the 20th August.

The N.Y.K. S.S. WAKABA M. (Liverpool Line) left Liverpool for this port via Suez on the 23rd July and is expected here on the 12th Sept.

The N.Y.K. S.S. PENANG M. (South American Line) left Kobe for this port via Moji on the 5th August and is expected here on the 12th August.

The N.Y.K. S.S. TOTOMI M. (Calcutta Line) left Calcutta for this port via Rangoon and Singapore on the 5th August and is expected here on the 25th Aug.

The R. M. S. EMPRESS OF ASIA left Yokohama on 7th Aug. and is due at Vancouver on 16th August.

The N.Y.K. S.S. PENANG M. (South American Line) left Moji for this port on the 6th July and is expected here on the 12th instant.

The N.Y.K. S.S. TANGO M. (Australian Line) left Thursday Island for this port via Manila on the 7th instant, and is expected here on the 19th instant.

The American &amp; Manchurian Line S.S. KANSAS from New York is due to arrive on 28th August 1920.

The S.S. MATTAWA from Hongkong on the 6th July arrived at Vancouver on the 5th August.

The R. M. S. EMPRESS OF RUSSIA arrived at Yokohama on 9th August p.m. left there 10th Aug. a.m. and is due at Hongkong on 21st Aug. a.m.

The B. I. S.S. JAPAN left Singapore for this Port on



## TO-DAY'S PICTURES.



DERBY WINNER.

Spion Kop being led in by his owner, Capt. Loder, after winning the Derby.



SIR THOMAS LIPTON.

A recent snapshot of Sir Thomas Lipton watching the trials for the America Cup races.



THE AMERICA CUP.

The silver trophy for which the British and American yachts recently competed.



ARCHBISHOP MANNIX.

who has been debarred from landing at Liverpool.



YPRES DECORATED.

Lord French decorates the town of Ypres with the Military Cross. King Albert and Lord French can be seen inspecting the guard of honour and in the background can be seen the ruined Cloth Hall.



JAPANESE ATHLETES.

The Japanese Marathon Team which compete at Antwerp. Left to right: Mogi; Kanaguri, who won the official Japanese Olympic marathon trial in 2h. 29m and 46s; Minura, and K. Yashima, the 15-year-old boy runner, of Japan.

## DOINGS OF THE DUFFS.

An Old Day.

BY ALLMAN.









## NOTICES.

FOR EVERYDAY SMOKING THERE ARE  
NO FINER CIGARETTES THAN

# "THREE CASTLES"

SOLD IN PACKETS OF

10 & 20

AND IN TINS OF

50 CIGARETTES.



ALSO

**MAGNUMS**

PACKED IN AIR-TIGHT

TINS OF 50

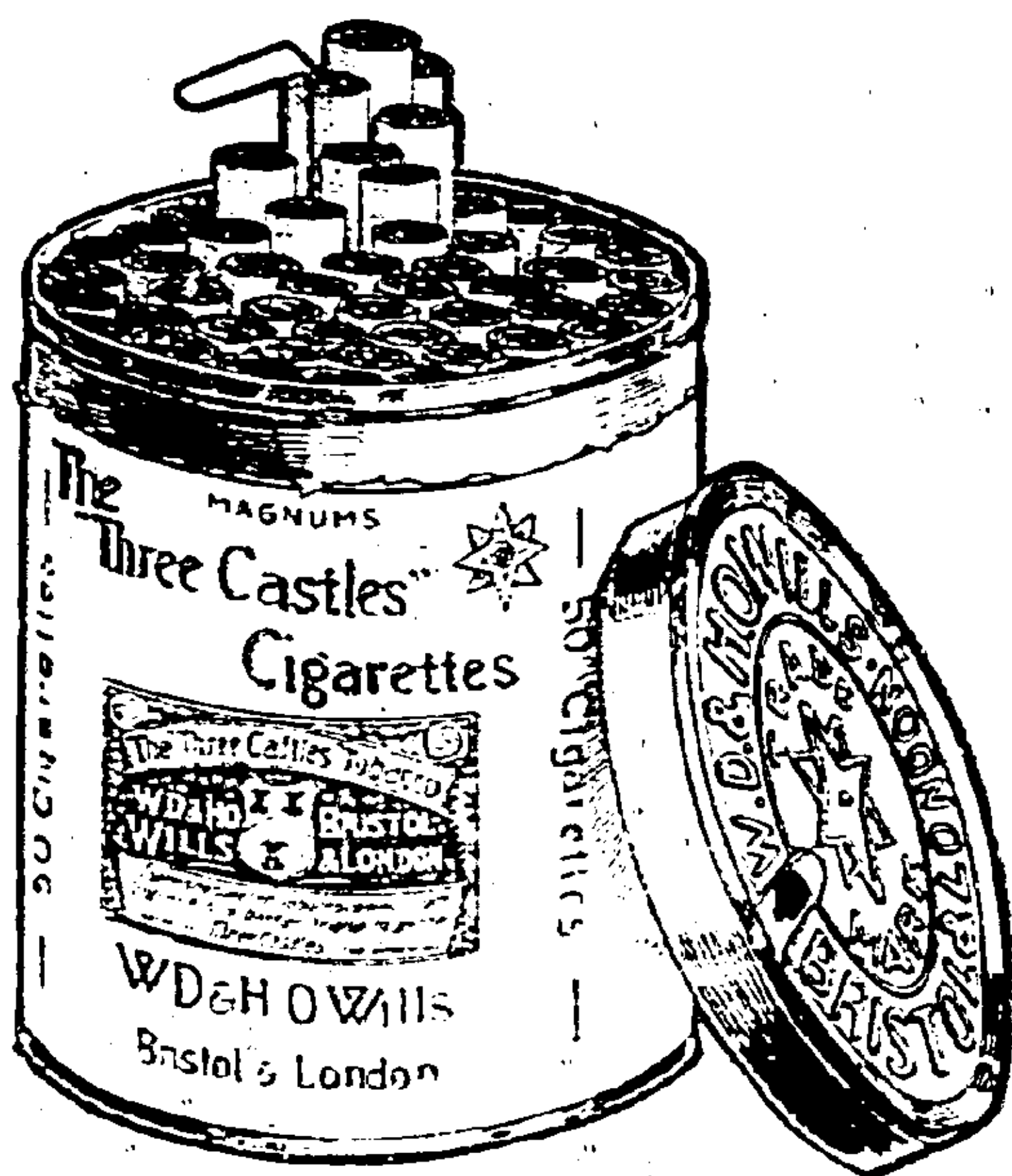
CIGARETTES.

MANUFACTURED BY

**W. D. & H. O. WILLS**

IN BRISTOL, ENGLAND.

This Advertisement is owned by British-American Tobacco Co., (China) Ltd.



## TO-DAY'S SHARE QUOTATIONS.

## OFFICIAL PRICES

Banks.	
H.K. & S. Banks n.	600
Marine Insurances.	
Cantons n.	390
North China n.	160
Union n.	179
Yangtze n.	23
Far Eastern n.	171
Fire Insurances.	
China Fire n.	123
S. K. Fire n.	315
Shipping.	
Donglases a.	81
H.K. Steamboats a.	234
Indos (Prof.) n.	18
Indos (Def.) L. R. a.	220
Shells n.	130
Ferries n.	24
Refineries.	
Sugars n.	238
Malabans n.	56
Mining.	
Kailans n.	92
Langkats n.	154
Shanghai Loans b.	154
Shai Explorations n.	130
Rauhs n.	38
Tronoha n.	27
Ural Caspians n.	27
Docks, Wharves, Godowns, &c.	
H.K. Wharves n.	814
K. Docks n.	152
Shai Docks n.	125
N. Engineering n.	129
Lands, Hotels & Buildings.	
Centrals n.	103
H.K. Hotels n.	125
L. Invest. n.	1104
H. Phreys Est. n.	7.70 s. 7.90
K'loon Lands n.	31
L. Reclamations n.	140
West Points n.	51
Cotton Mills.	
Ewas n.	1.569
Kung Yiks n.	1.52
Lau Kung Mows n.	—
Oriental n.	—
Shai Cottons n.	1.270
Yangtzepeos n.	364
Miscellaneous.	
Cements n.	74
China Borneos n.	7.40 n. 54
Do. Light old n.	7.40
China Providents n.	7.40
Dairy Farms n.	22
Electric H. K. n.	184
Electric Macao n.	27
Hongkong Ropes n.	23
Hk. Tramways n.	6.60
Peak Trams old n.	6.10
Do. new n.	6.00
Steam Laundries n.	5
Steel Foundries n.	10
Water-boats n.	131
Watsons n.	5.80
Wm. Powell n.	114
Wiseman n.	35
Bk. East Asia n.	120 s. 125
Centrals n.	—
Macau Elec. n.	—

Hongkong, Aug. 12, 1920.

## TIDE TABLE.

9th to 15th August 1920.

Day	High Water	Low Water	High Water	Low Water
	Mean Time	Mean Time	Mean Time	Mean Time
Mon. 9	4 11	6 3	0 2	2 1
Tue. 10	5 15	6 11	1 3	3 5
Wed. 11	6 22	6 42	2 4	4 11
Thur. 12	7 31	7 5	3 9	5 14
Fri. 13	8 41	8 11	4 10	6 18
Sat. 14	9 51	9 11	5 11	7 22
Sun. 15	10 10	10 11	6 12	8 26

in morning, & afternoon.

## EXCHANGE.

(Opening Rate: closing Rate on Page 11.)

SELLING.	
T/T	4/1
Demand	4/1 1/4
30 d/s	4/1 3/4
60 d/s	4/1 1/2
4 m/s	4/1 1/2
T/T Shanghai	Nom.
T/T Singapore	176
T/T Japan	144
T/T India	Nom.
Demand, India	Nom.
T/T San Francisco	74 1/2
& New York	74 1/2
T/T Batavia	210
T/T Marks	Nom.
T/T France	10.40
Demand, Paris	—
BUYING.	
4 m/s. L/C	4/3 1/4
4 m/s. D/P	4/3 1/2
6 m/s. L/C	4/4
30 d/s. Sydney and Melbourne	4/4 1/4
30 d/s. San Francisco & New York	76 1/4
4 m/s. Marks	Nom.
4 m/s. France	11.00
6 m/s. France	11.20
Demand, Germany	—
Demand, New York	76 1/2
T/T Bombay	Nom.
Demand, Bombay	—
T/T Calcutta	Nom.
Demand, Calcutta	—
Demand, Manila	160
Demand, Singapore	176
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	51 1/2
Sovereign	4.80 Nom.
Gold leaf per Tael	35 20
Bar Silver, ready forward	58 1/2
Bank of England rates	7 1/2
New York/London	3.65

## SUBSIDIARY COINS.

H'kong 50 cts. pieces	\$1/5 dis.
10	\$1/5 dis.
5	\$3/5 dis.
Canton subcoins	\$10 3/4 dis.

## NOTICES.



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KAISHA, LTD.

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COAL, GENERAL IMPORTS AND EXPORTS.

SOLE PROPRIETORS OF COAL MINES OF  
YAMAGUCHI, OCHI, MUTSU, KISHIDA,  
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SHINKEI, KAWA, KAWA, KAWA, KAWA,  
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Agents for SAKITO COAL.

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THE OSAKA MARINE & FIRE INSURANCE CO.

For Particulars Apply to:—

S. KOMURA, Manager.

No. 14, Pedder Street Hongkong

## ENTERTAINMENTS.

Box No. 1743.

**CORONET**

Box No. 1743.

TO-DAY at 5.15 & 9.15 p.m.

GOLDWYN PRESENTS  
**JANE COWL**

IN  
**"THE SPREADING DAWN"**

At 7.15 p.m.

**"THE SILENT MYSTERY"**

EPISODES 10 & 11.

## HONGKONG THEATRE

TO-NIGHT!

TO-NIGHT!

McClure Pictures

presents

SHIRLEY MASON

in

**"THE SEVENTH SIN"**

one of the deadliest of

SEVEN DEADLY SINS.

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THE REPULSE BAY HOTEL.

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SACHSE, LENNOX & Co. General Agents

Are resident Managers.

## POST OFFICE.

Telegraphic communication with Wagon Light House is interrupted.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

## INWARD MAILS.

Shanghai—Per SZECHUEN, 13th Aug.  
Shanghai—Per DUNERA, 13th Aug.  
Straits—Per JAPAN, 14th Aug.  
U.S.A., Japan and Shanghai—Per NANKING, 14th Aug.  
Manila and Australia—Per TANGO M., 19th Aug.  
Shanghai and Japan—Per KANGAWA M., 20th Aug.

## OUTWARD MAILS.

## TO-MORROW.

Shanghai, N. China & Japan via Kobe—Per YOKOHAMA M., 13th Aug., 10 a.m.  
Swatow Amoy and Foochow—Per HAI HONG, 13th Aug., 1 p.m.  
Philippine Is.—Per YUENSANG, 13th Aug., 2 p.m.

## SATURDAY, 14TH AUG.

Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Bombay and Aden—Per DUNERA, 14th Aug., 3 p.m.  
Weihaiwei, Chafoo & Tientsin—Per KUEICHO, 14th Aug., 5 p.m.  
Straits, Bangkok, Egypt and Europe via Liverpool—Per ALCINOUS, 14th Aug., 14 a.m.  
Shanghai and North China—Per YINGCHOW, 14th Aug., 3 p.m.

## SUNDAY, 15TH AUG.

Philippine Islands, Formosa via Keelung, Shanghai, N. China, Japan via Moji, Canada, United States, Central and South America & EUROPE via VICTORIA—Per TOYO-HASHI MARU, 15th Aug., Reg. 9 a.m. Letters 9 a.m.  
Swatow, Amoy and Formosa via Keelung—Per AMAKUSA M., 15th Aug., 9 a.m.

## MONDAY, 16TH AUG.

Philippine Islands, Formosa via Keelung, Shanghai, N. China, Japan via Nagasaki, Canada, United States, Central and South America & Europe via Vancouver—Per MONTEAGLE, 17th Aug., Reg. 9.15 a.m. Letters 10 a.m.

## TUESDAY, 17TH AUG.

Formosa via Keelung, Shanghai, North China and Japan via Moji, Canada, United States, Central and South America & Europe via Vancouver—Per MONTEAGLE, 17th Aug., Reg. 9.15 a.m. Letters 10 a.m.

Amoy, Shanghai & North China—Per SZECHUEN, 17th Aug., 9 a.m.

Swatow and Bangkok—Per CHINHUA, 17th Aug., 11 a.m.

Swatow, Amoy and Foochow—Per HAICHING, 17th Aug., 1 p.m.

Straits, Bangkok, Ceylon, Mauritius, S. Africa, L. Marques, India via Dhanushkodi, Egypt and Europe via Suez—Per OANFA, 17th Aug., Reg. 9.45 a.m. Letters 10.30 a.m.

The Parcel Mail will be closed on Monday, 16th Aug., at 5 p.m.

## THURSDAY, 19TH AUG.

Straits, Bangkok, Egypt and Europe via Liverpool—Per ALCINOUS, 19th Aug., Reg. 1.45 p.m. Letters 2.30 p.m.  
Shanghai and North China—Per SINKIANG, 19th Aug., 11 p.m.

Philippine Islands, Australia and New Zealand, via Thursday Island—Per AKI MARU, 19th Aug., Reg. 8.45 a.m. Letters 9.30 p.m.

## WEATHER REPORT.

Aug. 12d. 11h. 20m.—No returns from Japan and Vladivostok. Pressure has decreased slightly at Weihaiwei, and increased slightly elsewhere: it is low over China generally.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.12 inch. Total since January 1st, 73.85 inches, against an average of 57.72 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong to Gap Rock	S. W. winds, variable moderate: cloudy, rain.
2 Formosa Channel	The same as No. 1.
3 South coast of China between H.K. & Hainan.	The same as No. 1.
4 South coast of China between H.K. & Hainan.	The same as No. 1.

C. W. JEFFRIES, Director.  
H.K. Observatory, Aug. 12.

## METEOROLOGICAL.

	Previous Day	on date.	on date.
Barometer	29.62	29.65	29.65
Temperature	85	83	83
Humidity	85	91	87
Wind Direction	ws.	sw.	w.
Wind Force	2	4	2
Weather	0	0	0
Rain	0.61	0.00	0.22
Highest open air			
Temperature on the 11th	85		
Lowest open air			
Temperature on the 12th	81		
H.K. Observatory Aug. 12, 1920.			
C. W. JEFFRIES, Director.			



SOLE AGENT,  
MITSUBI BUSSAN KAISHA, LTD.  
HONGKONG.